

Discussion Issues – Policies [discussion issues for regulations begin on page 40]

Issue	Discussion Notes	Status
A. Vision		
A1. General theme of shifting housing to Marymoor Subarea and creating employment capacity in the Northeast Subarea: does the Commission concur at a high level that this is an appropriate recommendation? (Biethan)	<p><u>Planning Commission Discussion</u></p> <p><u>7/23</u>: Having resolved regulatory issues related to this policy issue the Commission closed this issue.</p> <p><u>3/19</u>: Commissioners suggested focusing housing in the Northeast Subarea along the city limit, and incorporating housing into the immediate station area in the Marymoor Subarea. Commissioners asked staff to scrutinize how much housing capacity is proposed to be shifted out of this area.</p> <p><u>2/19</u>: Commissioners agreed to continue studying this, and agreed that the details will be important in making a recommendation. Questions included: how will performance zoning achieve goals stated in the neighborhood plan? What kind of housing would be located in the Marymoor Subarea? How much of it would be affordable? Why not locate housing immediately adjacent to the light rail station? Comments and concerns included that this proposal could create the same issues that now exist at the north edge of Woodbridge, that perhaps housing is not needed near the light rail station, and generally wanting to understand housing vis-à-vis transit in the Marymoor Subarea. The Commission expects to keep this issue open throughout its policy discussion and to return to this issue at the end of their policy review process.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>2/26</u>: Questions and issues raised by Commissioners at the 2/19 meeting are addressed elsewhere in the issues matrix, especially in sections H and K dealing with the Marymoor and Northeast Subareas, respectively.</p> <p><u>2/12</u>: The CAC recommendation is described in the Technical Committee Report.</p> <p><u>Public Comment</u></p>	<p>Opened 2/12</p> <p>Closed 7/23</p>
A2. Should certain policies be	<u>Planning Commission Discussion</u>	Opened

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<p>prioritized as a way of creating a transition to the vision? (public testimony)</p>	<p><u>3/12</u>: Commissioner Chandorkar asked how the priorities identified by CAC members are memorialized and implemented. Commissioners were satisfied with staff's response re: a "3rd Document."</p> <p><u>2/19</u>: Commissioners requested additional information from the CAC on what items the CAC believes should be prioritized.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>Public Comment</u></p> <p><u>3/12</u>: The "3rd Document" has been used with other neighborhood plans to track neighborhood priorities and to allow for periodic check-in with people in the neighborhood regarding priorities. Staff proposes referencing this document in the neighborhood plan as follows:</p> <p style="padding-left: 40px;">CC-7 Promote neighborhood communication and inclusiveness such as through neighborhood meetings, <u>checking-in regarding neighborhood priorities identified in the neighborhood plan's "3rd Document,"</u> and other opportunities for people to remain informed and share feedback regarding City and neighborhood topics.</p> <p><u>3/12</u>: Two members of the CAC provided their suggested priorities. These were sent by email to staff and are independent of the CAC's group process and discussions. In summary, members Hillinger and Barevics prioritize policies that will enhance long-term quality of life in the neighborhood by supporting the following:</p> <ul style="list-style-type: none"> • Diversity of land uses that also help enhance neighborhood resiliency; • Mobility choices; • Quality and equitable transition between land use in the Northeast Subarea; • Quieter and cleaner environment; • Additional residential development; • Completion of the Southeast Neighborhood Park; and • Features that support community building. <p><u>2/19</u>: Howard Hillinger, CAC Co-Chair, testified in support of creating a way to transition from</p>	<p>2/19</p> <p>Closed 3/12</p>

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	the existing condition to the vision by prioritizing some of the policies or projects in the proposed neighborhood plan. As examples he mentioned prioritizing buffers, added vegetation, developing Southeast Redmond Park, and improving alternative transportation routes for freight, and planning for the light rail station area. He also testified that continued dialogue is important in the neighborhood and suggested a neighborhood council composed of business and residential representatives as a forum for dialogue and resolving day-to-day issues.	
B. Character		
B1. Is there a synergy of character between the two halves (north, south of Redmond Way)? If not, what could it be? (Chandorkar)	<p><u>Planning Commission Discussion</u> 2/19: The Commission discussed staff's response, including business and transportation synergies. The Commission asked to add an issue related to a variety of transportation connections. Those have been added as part of issue M5. The Commission then closed this issue.</p> <p><u>Staff Response/Recommendation</u> 2/19: Staff concurs with the CAC Co-Chairs' analysis as described below. Another theme that unites the two parts of the neighborhood is innovation. Businesses on both sides of Redmond Way are engaged in making new products, ranging from new gaming technology to hydraulic lifts. In fact, businesses on one side of Redmond Way are sometimes suppliers to businesses on the other side.</p> <p><u>Public Comment</u> 2/12: The CAC Co-Chairs responded that better connections across Redmond Way would go a long way toward integrating these different parts of the neighborhood. In addition to physical connections, the Co-Chairs noted that connections between people could also have a positive impact in a neighborhood where there are a wide variety of ongoing activities.</p>	<p>Opened 2/12</p> <p>Closed 2/19</p>
B2. Policy CC-4: how do sustainable stormwater solutions encourage connection with natural environment? (Chandorkar)	<p><u>Planning Commission Discussion</u> 3/12: The Commission was satisfied with staff's response and closed the issue.</p> <p><u>Staff Response/Recommendation</u> 3/12: The text of CC-4 is: <i>Strengthen the neighborhood's connection to the natural</i></p>	<p>Opened 3/12</p> <p>Closed 3/12</p>

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	<p><i>environment such as by incorporating sustainable stormwater solutions.</i></p> <p>Broadly speaking, sustainable stormwater solutions are those that 1) reduce the amount of stormwater runoff needing detention or treatment and 2) detain and treat stormwater in a way that mimics natural processes. It is the mimicking of natural processes that encourages connection with the natural environment. A rain garden is a good example of a stormwater management technique that looks and feels like part of the natural environment.</p> <p><u>Public Comment</u></p>	
C. Environment		
C1. How does the plan address greening the neighborhood? (joint meeting, Chandorkar, Miller)	<p><u>Planning Commission Discussion</u></p> <p><u>3/12</u>: Commissioners asked how green elements would be implemented through public and/or private development and through mobility infrastructure. They also asked how these amendments would affect the City's Transportation Master Plan and whether the techniques recommended for mobility infrastructure would be new to the City and neighborhood. The Commission agreed to close this item.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>3/12</u>: Both public and private development would contribute to increasing green in the neighborhood. Projects would be encouraged or required – or a combination of both – to increase the amount of vegetation, pervious surface areas and open space in the area. Recommendations for the future 192nd Avenue NE from Southeast Redmond Neighborhood Park/Woodbridge community north to Union Hill Road include additional vegetation or greening treatments that increase in density and size from the northern end to the southern end of the street. Other recommended techniques and design standards for this street could include vehicle traffic diverters, buffered bike lanes, and cycle tracks. Staff believes this direction is broadly consistent with the Transportation Master Plan and has included transportation staff in the development of plans for 192nd Ave NE.</p> <p><u>2/26</u>: The CAC's recommended policies as well as the Technical Committee Report address greening through a variety of techniques including site and design standards and neighborhood stewardship. Specific implementation standards will be addressed in</p>	<p>Opened 2/12</p> <p>Closed 3/12</p>

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	<p>respective code. For example, performance zoning in the Northeast Subarea will identify limits and incentives that achieve an increased amount of vegetation by way of private development and as part of future mobility infrastructure.</p> <p><u>Public Comment</u></p>	
<p>C2. How do we affect and protect Lake Sammamish, the aquifer in the Marymoor Subarea, and the aquifer throughout the neighborhood as new development occurs? (Chandorkar)</p>	<p><u>Planning Commission Discussion</u></p> <p><u>3/12</u>: The Commission was satisfied with staff's response and closed the issue.</p> <p><u>2/19</u>: The Commission expanded this issue to address Lake Sammamish.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>3/12</u>: Citywide policies and regulations and proposed neighborhood plan policies address this issue. In addition, proposed neighborhood policy LU-28 calls for an interdisciplinary infrastructure plan for the Marymoor Subarea that would address this issue.</p> <p>For reference, current Citywide as well as recommended neighborhood policies include the following:</p> <ul style="list-style-type: none"> • Citywide Policy NE-37 Protect the quality of groundwater used for public water supplies to ensure adequate sources of potable water for Redmond and the region. Ensure that the level of protection provided corresponds with the potential for contaminating the municipal water supply aquifer. • Citywide Policy NE-38 Periodically review and update land use policies, regulations, or development or operating standards that ensure appropriate levels of groundwater recharge and apply to uses involving hazardous materials located in Wellhead Protection Zones 1 and 2. Ensure that any revisions to code or policy to address wellhead protection are balanced with the desire for infiltration and recharge. • Citywide Policy NE-39 Ensure degradation of groundwater quality does not occur. Where appropriate, prohibit the infiltration of runoff from pollution generating surfaces. • Citywide Policy NE-40 Prohibit discharge of wastewater and potentially contaminated stormwater to groundwater. Prohibit reclaimed and greywater from 	<p>Opened 2/12</p> <p>Closed 3/12</p>

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	<p>infiltrating in the critical aquifer recharge area in order to preserve the quality of drinking water.</p> <ul style="list-style-type: none"> • Recommended Neighborhood Policy NE-7 Reduce impacts from stormwater runoff by, for example, limiting impervious surface area, using site-appropriate low impact development practices, or using other retrofit techniques. • Recommended Neighborhood Policy NE-8 Apply natural drainage (low impact development) or other techniques for new right-of-way where appropriate, such as in low-lying areas near Marymoor Park, to reduce the need for centralized stormwater management systems where such systems would be challenging to develop. <p><u>Public Comment</u></p>	
<p>C3. Policy NE-4: should we not mandate use of less hazardous chemicals instead of encouraging? (Chandorkar)</p>	<p><u>Planning Commission Discussion</u> <u>3/19:</u> The Commission was satisfied with the revised language and closed the issue.</p> <p><u>3/12:</u> Commissioners discussed the pros and cons of a policy prohibiting certain hazardous chemicals vs. the “encourage” approach taken in the proposed policy. Commissioners asked staff to return with alternative language that goes beyond generic encouragement. Commissioners also stated that if this is not truly specific to Southeast Redmond then perhaps the policy is not needed.</p> <p><u>Staff Response/Recommendation</u> <u>3/19:</u> Item C2 includes Citywide policy for addressing contamination of groundwater: NE-37, NE-38 and NE-39. The issue of protection of groundwater and surface water is not unique to Southeast Redmond, but is especially important due to the location of municipal wells, the shallowness of groundwater in the neighborhood, and the presence of Bear and Evans Creek. Staff believes that the proposed revised language for NE-4 allows for a variety of implementation strategies and is consistent with the CAC’s intent:</p> <p><i>NE-4 Employ targeted outreach to urge the use of less-hazardous chemicals by businesses and homeowners to reduce impacts to stormwater, groundwater, and streams.</i></p>	<p>Opened 3/12</p> <p>Closed 3/19</p>

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	<p><u>3/12</u>: The text of policy NE-4 is: <i>Encourage the use of less-hazardous chemicals by businesses and homeowners to reduce impacts to stormwater, groundwater, and streams.</i></p> <p>City staff considers this as an opportunity for education, both for residents and for businesses. For example, the City coordinates special recycling events with King County Wastemobile services, encourages alternatives to pesticide use, and provides resources to businesses to help them make informed choices about chemical use. At the same time, Redmond does use regulations to reduce risks to groundwater. For example, several land uses are prohibited in Wellhead Protection Zones 1 and 2.</p> <p><u>Public Comment</u></p>	
D. Land Use		
D1. How are manufacturing operations addressed in the proposed plan? (joint meeting)	<p><u>Planning Commission Discussion</u></p> <p><u>3/19</u>: The Commission was satisfied with the staff response and closed the issue.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>2/26</u>: The Plan recommends maintaining and encouraging a variety of manufacturing operations within the neighborhood. The Central Subarea features the majority of Manufacturing Park zoning and the recommended Plan would maintain its current capacity and zoning designation. The Marymoor Subarea also maintains manufacturing operations and will do so through new performance zoning. In this area and in relation to projected business models and anticipated changes associated with the light rail station, zoning regulations would support innovative and creative types of manufacturing. These may be similar to operations that are currently in place and may take on different forms over time. The new zone would support business adaptations and encourage smaller forms of business space to provide for entrepreneurial opportunities. Additionally, the Northeast Subarea will feature allowances for manufacturing operations. These may be more similar in nature and appearance to those businesses located in the Central Subarea though could also take the form of campus-style development.</p> <p><u>Public Comment</u></p>	<p>Opened 2/12</p> <p>Closed 3/19</p>

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D2. What are general impacts to schools of the proposed land use plan? (joint meeting)	<p><u>Planning Commission Discussion</u> 3/12: Commissioner Chandorkar asked who the primary agency would be for ensuring balance between residential density and access to public schools. The Commission was satisfied with the staff response and closed the issue.</p> <p><u>Staff Response/Recommendation</u> 3/19: The City works with the Lake Washington School District to provide regular updates to future land use forecasts. In this way, LWSD is able to plan for future growth while developing its own long-range plans. Though school boundaries are subject to periodic adjustment, at this time, students in Southeast Redmond attend:</p> <ul style="list-style-type: none"> - Redmond Elementary (south of Redmond Way) and Alcott Elementary with (north of Redmond Way) - Redmond Middle School (south of Redmond Way and Eastlake Sammamish Pkwy), Evergreen Middle School (north of Redmond Way), and Inglewood Middle School (between Redmond Way and Eastlake Sammamish Pkwy) - Redmond High School (south of Redmond Way and Eastlake Sammamish Pkwy) and Eastlake High School (north of Eastlake Sammamish Pkwy) <p>2/26: Because the planned residential density of the neighborhood plan only accommodates a small increase, staff does not anticipate impacts to local schools beyond that which has already been planned. The City regularly provides information regarding projected growth to the school district.</p> <p><u>Public Comment</u></p>	<p>Opened 2/12</p> <p>Closed 3/12</p>
D3. What is performance zoning? Provide a primer. (joint meeting)	<p><u>Planning Commission Discussion</u> 3/19: The Commission was satisfied with staff's presentation on this topic and closed the issue. The Commission anticipates reviewing additional details as part of the review of zoning regulations.</p> <p><u>Staff Response/Recommendation</u></p>	<p>Opened 2/12</p> <p>Closed 3/19</p>

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	<p><u>2/19</u>: A brief description of performance zoning is included in the Technical Committee Report. Details on implementation will be discussed when the Planning Commission reviews the implementing regulations for this plan update.</p> <p><u>Public Comment</u></p>	
D4. What building heights are being contemplated? (joint meeting)	<p><u>Planning Commission Discussion</u></p> <p><u>3/19</u>: The Commission was satisfied with staff's response and closed the issue.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>2/26</u>: Specific building heights are not specified in proposed policies, though policies generally acknowledge that Southeast Redmond will develop at an intensity less than is expected in Downtown and Overlake urban centers.</p> <p><u>Public Comment</u></p>	<p>Opened 2/12</p> <p>Closed 3/19</p>
E. Housing		
E1. Discuss no-net-loss housing policy. Is it appropriate in this case? Where else could housing be accommodated? (Sanders, Chandorkar)	<p><u>Planning Commission Discussion</u></p> <p><u>2/19</u>: Commissioners discussed the potential options that would accommodate the City's no-net-loss policy, such as accommodating lost capacity in other neighborhoods. Discussion points included:</p> <ul style="list-style-type: none"> • Concern about how rezoning land in the Marymoor Subarea for housing would impact the ability of property owners to lease space. • Question of whether the proposal to shift housing capacity to the Marymoor Subarea leans too heavily on future light rail. • Concern about whether adequate connectivity exists or is planned to connect the Marymoor Subarea to the rest of Redmond. <p>Commissioners were satisfied that staff responded to the specific question and closed the issue, noting that the larger issue of the shift in housing capacity itself (A1) was still open.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>2/19</u>: Redmond's resident population is about 55,000 and its daytime population pushes</p>	<p>Opened 2/12</p> <p>Closed 2/19</p>

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	<p>100,000. Redmond nearly doubles in size during the day because it is a regional jobs center. This puts an unusual burden on local infrastructure and services, especially transportation infrastructure. The Comprehensive Plan establishes housing and jobs targets for 2030. It is important to retain the limited capacity that exists for housing so that Redmond can achieve its vision of being a community where people can choose to live and work, thereby shortening commutes and associated impacts. Eroding housing capacity through rezones makes it difficult to achieve that vision. The proposed rezone of land in SE Redmond from R-12 to employment would reduce housing capacity by 700 dwellings. In terms of alternative locations, staff also considered Overlake Village though the allowed height and capacity for housing in Overlake already exceeds what developers are proposing to build at this time. Increasing that capacity may not be meaningful for some time.</p> <p><u>Public Comment</u></p>	
<p>E2. How does the plan address having housing near family-wage jobs? What do we mean by family wage jobs? How does plan facilitate aging in place and not getting priced out of the neighborhood? (Murray, joint meeting)</p>	<p><u>Planning Commission Discussion</u> <u>2/26</u>: Commissioner Murray requested additional definition regarding affordable housing intended through the recommended Southeast Redmond neighborhood plan. Following, the Commission supported closing this item.</p> <p><u>Staff Response/Recommendation</u> <u>3/12</u>: The affordable requirement for the Southeast neighborhood is recommended in similar manner as other residential neighborhoods such as Education Hill, Grass Lawn and North Redmond. The recommended requirement calls for 10% of residential units in developments of 10 or more units to be affordable to individuals or families earning up to 80% of the King County median income. At this time, for a family of 4, the median income is \$86,700. Proposed policy LU-5 also calls for requiring an affordability component in areas where residential capacity is increased.</p> <p><u>2/19</u>: First, definitions. Redmond does not define a “family wage” nor does the term appear in the proposed neighborhood plan. It does appear elsewhere in the Comprehensive Plan, and was raised at the Planning Commission-City Council joint meeting in December 2013. One definition comes from the “2010 Northwest Job Gap Study” by the Alliance for a Just</p>	<p>Opened 2/12</p> <p>Closed 2/26</p>

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	<p>Society. Its definition is quoted in the December 2012 King County Comprehensive Plan, page 9-11, as follows: “A family wage...is a wage that allows a family to meet its basic needs without resorting to public assistance and provides it some ability to deal with emergencies and plan ahead.” According to the study, a family wage in King County in 2010 was \$32.01 per hour, or \$66,589 per year. The average wage in King County in 2010 was \$27.08 per hour, or \$56,326 per year.</p> <p>In a broad sense, all of Redmond’s existing and future housing is “near” family-wage jobs. Using the definition above, thousands of such jobs exist in Downtown, Overlake, Southeast Redmond, Sammamish Valley and Willows/Rose Hill combined. In a narrower sense, shifting housing capacity to the Marymoor Subarea gives families in those homes better future options for accessing jobs. The area north of Woodbridge is at the edge of the City and is not well-served by transit. We heard anecdotes from apartment managers in the area that tenants leave for other parts of Redmond because commuting by transit is not convenient enough in Southeast Redmond. The Marymoor Subarea is not currently served by any transit, but in the future will be connected to the region’s job centers via light rail. The Marymoor Subarea is also a potential growth center for jobs in new industries. Neighborhood plan policies call for zoning regulations that allow for growth, change, and adaptation in area businesses so that they can thrive as the economy changes. Those jobs would be within walking distance of new homes in the Marymoor Subarea.</p> <p>Having homes at a variety of price points puts Redmond within reach for more individuals and families. The neighborhood plan supports that most importantly by retaining housing capacity. Continuing to maintain capacity means more people can choose to live in Redmond near good jobs. Second, the neighborhood plan calls for a minimum amount of designated affordable housing, similar to policies and regulations in place in much of Redmond. The policies also provide for using creative incentive and regulatory approaches to achieving affordable housing. Having a supply of long-term affordable housing facilitates aging in place and reduces instances of getting priced out.</p> <p><u>Public Comment</u></p>	
E3. What innovative housing	<u>Planning Commission Discussion</u>	Opened

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<p>opportunities are proposed in the plan, such as live-work options? Where have these been successful? (joint meeting)</p>	<p><u>2/19</u>: The Commission was satisfied with staff's response and closed the issue.</p> <p><u>Staff Response/Recommendation</u> <u>2/19</u>: Innovative housing opportunities are emphasized in the Marymoor Subarea and in the little land that remains for single-family development. Starting with the latter, the plan encourages diversity in single-family unit type, such as by encouraging cottages, single-family attached homes and small-lot short plats ("backyard homes"). In the Marymoor Subarea the plan calls for using performance zoning. What this means for housing is that there will be less emphasis on unit type and more emphasis on ensuring that at least 700 units are accommodated in the area, and that the subarea works well as a place for people to live, work and visit. Live-work is one possibility in the Marymoor Subarea, especially along NE 65th St. where the soft edge of the housing area is planned to be. Lions Gate is a local example of live-work.</p> <p><u>Public Comment</u></p>	<p>2/12</p> <p>Closed 2/19</p>
F. Economic Vitality		
<p>F1. Consider the complementary nature of schools and jobs, especially in the Marymoor Subarea. (joint meeting)</p>	<p><u>Planning Commission Discussion</u> <u>2/19</u>: The Commission was satisfied with staff's response and closed the issue.</p> <p><u>Staff Response/Recommendation</u> <u>2/19</u>: The following supplements the discussion of this aspect that can be found in the Technical Committee Report.</p> <p>Schools such as the Lake Washington Institute of Technology will be allowed uses within the Marymoor and in portions of the Northeast Subareas. Close proximity to employment areas can facilitate opportunities for active learning such as through internships and apprenticeships and could incite entrepreneurial ventures. The Southeast Redmond CAC noted their interest in such opportunities as well as for small, incubator spaces, business support systems that could be provided through economic development, and partnerships with K12 schools including Lake Washington School District's STEM school.</p> <p>The southern portion of the Northeast Subarea provides support for siting schools as an</p>	<p>Opened 2/12</p> <p>Closed 2/19</p>

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	<p>additional component of community building. Staff concurs with the CAC's interest in using this area as a place that not only provides transition between residential and employment uses but also as a place that helps establish a sense of neighborhood place and character. Places of learning could develop in cooperation with additional residential, Southeast Redmond Neighborhood Park, and future neighborhood commercial. Similarly, proximity to employment could provide opportunities for partnership and active, enhanced learning.</p> <p><u>Public Comment</u></p>	
<p>F2. What opportunities are available for expanding higher-ed opportunities, such as LWIT? How can we expect higher-ed opportunities to growth and succeed in the Marymoor Subarea without transit service? (Murray, joint meeting)</p>	<p><u>Planning Commission Discussion</u> <u>2/26</u>: Commissioner Murray noted the need for a robust transit service to support educational institutions. The Commission supported closing this item.</p> <p><u>Staff Response/Recommendation</u> <u>2/19</u>: Plan policies, especially LU-18, call for adopting zoning regulations that allow for educational opportunities, such as those offered at LWIT. There is currently no transit service in the Marymoor Subarea. Of course, this will change with the addition of light rail, though that is many years in the future. In the meantime, plan policies call for improving the pedestrian and bicycle environment across Redmond Way and for improving access to transit. Metro is working with the City on an alternative transit service pilot in Southeast Redmond, and we may learn from that experiment that alternative forms of transit access are viable in the neighborhood. New traditional local transit service is difficult to initiate anywhere in Metro's service area due to lack of funding.</p> <p><u>Public Comment</u></p>	<p>Opened 2/12</p> <p>Closed 2/26</p>
G. Regional Retail		
H. Marymoor		
<p>H1. Describe how the neighborhood plan generally addresses the proposed Light Link rail station. How does the plan address more-detailed station area planning and the</p>	<p><u>Planning Commission Discussion</u> <u>3/19</u>: Commissioners agreed that there should be opportunities for mixed-use residential development close to the future light rail station and asked that policy language reflect that. The Commission's discussion centered on a strategy that provides for a transition from the character of the Marymoor Subarea today to what it is envisioned to be in neighborhood</p>	<p>Opened 2/12</p> <p>Closed 3/19</p>

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<p>evolution of land uses in the area? Where is the appropriate location for housing in the subarea? Consider a TOD at the station. (Biethan, Miller, joint meeting)</p>	<p>policies. The Commission then closed the issue.</p> <p><u>2/19:</u> The Commission was interested in more details about how housing and employment uses would be integrated in the Marymoor Subarea, especially near the station. Commissioners had the following comments:</p> <ul style="list-style-type: none"> • The proposed location for housing is near the Marymoor Park air field, which could present noise issues. • Sound Transit’s input on this subject would be helpful. • The specifics of the performance zoning are very important in addressing how housing is integrated into the subarea. • A transit-oriented development at the station could be one place to accommodate some of the housing, and perhaps other locations as well. • It is difficult to envision what 700 homes would look like here. <p><u>Staff Response/Recommendation</u></p> <p><u>2/26:</u> Staff is preparing visuals to better communicate what 700 homes might look like and is further investigating potential impacts of locating housing within 500 feet’ of the Marymoor Park air field and fly zone (a 120' x 380' grass runway and usable airspace of approximately 600' x 1800'). The following is a portion of the Model Aircraft Field Operating Rules that are in place at the Marymoor Field:</p> <ul style="list-style-type: none"> • Do NOT fly over pit, spectator, or parking areas, or beyond the flight limits shown on the flying field map. Fly only in front of the straight safety line defined by the edge of the runway and the two red and white pylon markers. • Effective mufflers are required on all engines. • All aircraft must NOT produce a sound level greater than 90dBA measured at 25 feet over grass as defined by the Club approved procedures. The Club will perform sound level tests and issue certificates. • Aircraft using gas turbine engines are NOT permitted. • No more than five aircraft are permitted in the air at any one time. 	

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	<p>Station area planning is called for in the proposed policies, which would provide more detail for the immediate station area. Staff is further considering the idea of integrating housing into a station TOD and is seeking CAC input on the idea. Proposed policy language would need to be revised to accommodate this. For additional background on station areas staff recommends reviewing Puget Sound Regional Council's People + Place Typology materials at http://www.psrc.org/growth/growing-transit-communities/people-place-typology/. As you will find, Southeast Redmond is considered a "Transform and Diversify" station area. An excerpt from the People + Place Implementation Typology follows:</p> <p><i>Transform and Diversify transit communities are neighborhoods or centers poised for transformation due to recent planning efforts that capitalize on their good access to opportunity and strong real estate markets. However, many lack the sufficient physical form and activity levels to fully support future transit-oriented growth. Key strategies should leverage stronger markets to diversify land uses, make public realm improvements and expand affordability. These communities are currently either employment nodes or single-family neighborhoods with little mixing of uses or intensity of development. They also have limited housing choice, either through lack of housing or affordability. At the same time, they have stronger markets and near-term potential to grow as equitable transit communities. Six communities are categorized as Transform and Diversify, all located in the East Corridor (with no current light rail stations).</i></p> <p>Sound Transit staff are aware that Redmond is updating the Southeast Redmond Neighborhood Plan. Sound Transit is currently updating its Long-Range Plan (http://www.soundtransit.org/Projects-and-Plans/Long-range-Plan-update). As part of that update, Sound Transit is conducting a number of technical studies of various candidate high-capacity transit corridors, including a Ballard-UW-Redmond corridor. However, Sound Transit is not advancing designs for the Southeast Redmond station beyond the conceptual design completed as part an earlier environmental review. Sound Transit does have a federal "record of decision" for the alignment from Overlake to Southeast Redmond and Downtown.</p> <p><u>2/19</u>: Generally, the neighborhood plan addresses the link light rail station by: 1) supporting light rail extension in policy, 2) providing opportunities for employment and housing within walking distance of the light rail station, 3) calling for a more-connected transportation</p>	

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	<p>network in the Marymoor Subarea, and 4) calling for future, more-detailed station area planning efforts in cooperation with Sound Transit.</p> <p>The CAC's recommendation is to accommodate about 700 new homes in the subarea, focusing on the area closest to Marymoor Park. Reasons for focusing residential growth closer to Marymoor Park include: 1) homes would be farther from freeway and light rail station noise, 2) homes would enjoy adjacency to a regional park, and 3) research indicates that people are typically willing to walk further between homes and transit than they are between work and transit (for example, see this paper from the Public Policy Institute of California: http://www.ppic.org/content/pubs/report/r_211jkr.pdf, especially starting at page 14).</p> <p><u>Public Comment</u></p>	
<p>H2. What are the consequences of shifting housing capacity from the Northeast to Marymoor Subarea? Address 1) economic vitality, 2) displacement, 3) harmonizing residential and manufacturing uses, and 4) infrastructure and amenities needed to support housing. (Miller, Chandorkar, joint meeting)</p>	<p><u>Planning Commission Discussion</u> <u>3/19</u>: Commissioners urged the City to be direct in describing this proposal as envisioning significant change, requiring significant investment, and taking many years to unfold. The Commission then closed the issue.</p> <p><u>2/19</u>: Commissioners expressed that having more details related to performance zoning regulations will be helpful in making a recommendation on the shift of housing capacity to the Marymoor Subarea. The Commission kept this and other related issues open for further discussion.</p> <p><u>Staff Response/Recommendation</u> <u>2/19</u>: Overall, shifting housing capacity from the Northeast to the Marymoor Subarea fosters a relationship with Marymoor Park by zoning for housing directly adjacent to the Park's boundary, establishes a unique living environment that capitalizes on a more urban environment while maintaining connection with extensive open space, places density within walkable and bikable access to the neighborhood's commercial area and to Downtown by way of light rail and trails, and enables more people to live near the Lake Washington Institute of Technology. The further responses below describe anticipated consequences for the specific issues Commissioners identified.</p>	<p>Opened 2/12</p> <p>Closed 3/19</p>

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	<p>Economic Vitality: The recommended shift of capacity creates opportunity for employment in 70 acres of land that is currently zoned for residential uses. Staff has heard from OneRedmond that this type of land would be desirable for employment uses. Additional findings from outreach for the neighborhood plan update indicates interest in flexible business space. Both of these could be accommodated in the Northeast Subarea. Ultimately, the variety of employment areas maintained and recommended through the neighborhood plan support a variety of business types and sizes.</p> <p>Displacement: Businesses in the Marymoor Subarea could be displaced over time as a result of the change in zoning from Manufacturing Park to a zoning designation that emphasizes housing. These businesses could relocate in the Central Subarea or the Northeast Subarea.</p> <p>Harmonizing Residential and Manufacturing Uses: The Northeast Subarea recommendation calls for a variety of strategies for transition and buffering between residential and higher intensity land uses. Regulations under development will work to establish a transition that enhances quality of life for those who live and work in the Subarea. The Marymoor Subarea recommendation calls for an urban and industrial character that supports people who live, work, and visit, including by having some convenience and community gathering amenities. Due to ingress and egress challenges, this Subarea may transition away from heavier manufacturing processes toward a variety of uses that are supportive in the proposed performance zoning.</p> <p>Infrastructure and Amenities: New development and redevelopment will require investment in transportation and other infrastructure and amenities. Plan policies call for a detailed infrastructure study of the Marymoor Subarea in recognition of this.</p> <p><u>Public Comment</u></p>	
H3. Are artist lofts a realistic expectation here? (Miller, O'Hara)	<p><u>Planning Commission Discussion</u></p> <p><u>2/26</u>: Commissioner O'Hara supported closing this item based on the staff response provided on 2/19.</p>	<p>Opened 2/12</p> <p>Closed</p>

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Issue	Discussion Notes	Status
	<p><u>Staff Response/Recommendation</u></p> <p><u>2/19:</u> Two perspectives encouraged the CAC’s discussion regarding live-work uses or artist lofts. The first comes from Redmond’s artistic community as they describe the need for small, affordable places to work and possibly live while having opportunity to showcase and sell their products. The second comes from the emerging housing trend of small, studio or single-room occupancy units being developed in Redmond’s Downtown and other urban areas. Tudor Manor, Vision 5 and most recently, the Allez.</p> <p>Though the neighborhood plan supports this type of development, it does not specifically require such. More so, the plan provides flexibility through performance zoning for this and a variety of other forms of design and use within constrained end points such as minimum and maximum height and lot line setbacks.</p> <p><u>Public Comment</u></p>	2/26
H4. How does the plan address the Marymoor Park edge and access to the park? (joint meeting)	<p><u>Planning Commission Discussion</u></p> <p><u>3/19:</u> Commissioners noted that the City does not control Marymoor Park programming and so it is not appropriate to assume that adjacency to Marymoor Park will provide all park and open space needs that will be required in the Marymoor Subarea. The Commission then closed the issue.</p> <p><u>2/19:</u> Commissioners expressed that the plan should identify new and improved motorized and non-motorized connections between the Marymoor Subarea and Marymoor Park. This issue remains open together with related issues.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>2/19:</u> The neighborhood and then the CAC emphasized enhancing connections to and a neighborhood relationship with Marymoor Park. Staff met with King County Park planners to review the neighborhood plan and to consider this request. Their perspective was similar though with caution regarding vehicular traffic as mentioned above in H2. Primarily, the housing portion of the Subarea creates a physical and conceptual connection to and with the Park. Design and non-motorized connections will help those who live and work in the area to access and capitalize on the Park.</p>	<p>Opened 2/12</p> <p>Closed 3/19</p>

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Issue	Discussion Notes	Status
	<p>Local trails will also help people from other portions of the neighborhood and vicinity access the Park and take advantage of regional trails such as the East Lake Sammamish Trail and the Sammamish River Trail. Per County Park staff's request, a pathway will also help people traveling by light rail connect with the central portion of the Park, thereby creating travel alternatives for those visiting the Park and its various events.</p> <p>Design and landscaping will also help soften and blend the transition between the Park and the Subarea's distinct uses.</p> <p><u>Public Comment</u></p>	
<p>H5. Consider human services an allowed use in the Marymoor Subarea near 65th/E. Lk. Samm. Pkwy (public testimony)</p>	<p><u>Planning Commission Discussion</u> <u>3/19</u>: Commissioners noted that locating Hopelink in an area with many transportation options would be ideal. The Commission plans to revisit this issue when it reviews zoning regulations. The Commission then closed the issue.</p> <p><u>Staff Response/Recommendation</u> <u>2/26</u>: Staff believes that Hopelink's proposal is consistent with the overall land use concept for the subarea; policy LU-18 could be modified to more specifically include the idea of services. In the CAC's recommendation the property that Hopelink is considering would be in an area where housing would be transitioning to employment uses. Staff is seeking input from CAC members on Hopelink's proposal.</p> <p><u>Public Comment</u> <u>2/19</u>: Meghan Altimore of Hopelink testified that Hopelink is seeking a permanent home in Redmond. After an extensive search Hopelink is considering property near the intersection of NE 65th St. and E. Lk. Samm. Pkwy in the Marymoor Subarea. Hopelink would like to have "human services" be an allowed use when zoning regulations are prepared for the subarea. Ms. Altimore also submitted a letter.</p>	<p>Opened 2/19</p> <p>Closed 3/19</p>
<p>H6. Consider an overlay zone for the</p>	<p><u>Planning Commission Discussion</u></p>	<p>Opened</p>



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Issue	Discussion Notes	Status
Kent parcel (public testimony)	<p><u>3/12</u>: The Commission concurred with staff's recommendation to leave the zoning as-is, allowing Mr. Kent to propose a rezone at some point in the future.</p> <p><u>Staff Response/Recommendation</u> <u>2/26</u>: If Mr. Kent were to request a rezone in the future, when he is ready to sell to one neighbor or the other, staff would review the proposal as part of the City's annual review of the Comprehensive Plan; rezoning from MP to BP has recent precedent in this area. In the absence of a strong preference from the property owner, staff recommends keeping the zoning as is and working with Mr. Kent in the future should he decide to pursue a rezone. Staff is seeking further input from the CAC on this topic.</p> <p><u>Public Comment</u> <u>2/19</u>: James Ihnot, an attorney representing Leon Kent, testified in favor of overlay zoning that would enable Mr. Kent to take advantage of both Manufacturing Park and Business Park permitted uses. Mr. Kent's property is tax parcel 1318300195 located at 6081 E. Lk Sammamish Pkwy NE. Mr. Ihnot testified that Mr. Kent is not sure to whom he will ultimately sell his property, and that his southern neighbor is in the MP zone while his northern neighbor is in the BP zone. Mr. Ihnot also submitted a letter.</p>	<p>2/19</p> <p>Closed 3/12</p>
I. Redmond Way		
<p>I1. How did the overlay process develop and how are we responding to feedback from the community? Does the proposed plan create an adequate long-term solution to the question of additional retail/ service uses along Redmond Way? (joint meeting, Murray)</p>	<p><u>Planning Commission Discussion</u> <u>3/12</u>: Commissioners considered issues such as traffic impacts on freight operations as a result of commercial traffic, the economic life of current structures in the Manufacturing Park zones, and preserving opportunities for manufacturing businesses. Commissioner Miller noted wanting to ensure the neighborhood supply of land for manufacturing business did not decrease as a result of the neighborhood plan.</p> <p>The Commission combined discussion of this item with I2.</p> <p><u>2/26</u>: Commissioner Sanders noted that analysis of Redmond's business needs should be inclusionary and incorporate a variety of perspectives.</p> <p><u>Staff Response/Recommendation</u></p>	<p>Opened 2/12</p> <p>Closed 3/12</p>





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Issue	Discussion Notes	Status
	<p><u>2/26:</u> In 2011, the City received a request through its annual docketing process from Tom Markl, representing the Nelson Real Estate Management. The request was to change zoning at the Redmond Car Care site from MP to GC. Staff recommended against this request and instead, recommended the creation of the MP Overlay. The following excerpt from the October 18, 2011 Council approval describes reasoning for establishing the overlay:</p> <ul style="list-style-type: none"> • The land uses adjacent to Redmond Way in this area have historically been, and currently are, of a commercial nature. • Average weekday traffic volumes along this segment of Redmond Way are high with one of the highest traffic volumes in the City. • A defined overlay area allowing additional land uses is warranted within the MP zone in this area, as it preserves the MP zone for more traditional manufacturing uses as well as allowing flexibility in land uses. • The additional uses proposed by the applicant allow a greater variety of land uses within the defined overlay area which are compatible with existing and possible future uses. • The additional office, retail and service uses provide more opportunities to nearby residents and those traveling through the area; further, these uses will increase the economic viability of businesses in the overlay. • Further evaluation of appropriate land uses in the Redmond Way corridor should occur through the Southeast Redmond neighborhood planning process. <p>The Neighborhood Plan recommends maintaining the current boundary of the Map Overlay and more so, not extending it beyond these boundaries. Staff believes additional opportunity for discussing this item will come through future research by OneRedmond. This will involve a more comprehensive and Citywide assessment of business needs, future demand, aspects of operation, and more. Therefore, staff recommends delaying changes to land use and zoning in the Redmond Way corridor.</p> <p><u>Public Comment</u></p>	
<p>I2. Privately-initiated request to extend MP Overlay to include properties at the southeast corner of</p>	<p><u>Planning Commission Discussion</u></p> <p><u>3/12:</u> Commissioners continued discussion of this item. Viewpoints expressed included: wanting to see the space used (vs. vacant), questioning the protection of MP zones</p>	<p>Opened 2/19</p>

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Issue	Discussion Notes	Status
180 th Avenue NE and NE 76 th Street. (public hearing testimony)	<p>generally, and the nature of NE 76th St vs. Redmond Way. The Commission voted on whether to recommend extending the MP Overlay to Mr. Falk's three properties. The vote was 3-3 and therefore failed. The Technical Committee's recommendation to deny extension of the MP Overlay is thus forwarded to the City Council.</p> <p><u>2/26:</u> The Commission requested additional information regarding staff's recommendation. Commissioner Chandorkar asked whether the neighborhood includes additional opportunities for retail that would not detract from future manufacturing business. He noted that the neighborhood plan recommendation regarding economic diversity seems to serve as a goal for maintaining land uses and properties for manufacturing activities. In weighing Mr. Falk's request, the Commission desired analysis regarding extension of the overlay along the 180th Avenue NE corridor to include Mr. Falk's properties.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>3/12:</u> Staff continues to support maintaining the current boundaries of the MP Overlay. Specific to this location, the neighborhood plan recommends prioritizing the NE 76th Street corridor for vehicle trips associated with the manufacturing and industrial businesses in the Central and Northeast Subareas. Though the properties located to the west feature big-box retail, Mr. Falk's property is more characteristic of other MP properties to its north and east. The following Google Streetview shows these characteristics:</p> <p>South side of NE 76th Street from intersection of 180th Avenue NE to the east</p> <div data-bbox="667 1047 1207 1427">  </div> <div data-bbox="1213 1047 1753 1427">  </div>	Closed 3/12


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Issue	Discussion Notes	Status
	<div data-bbox="667 228 1203 613">  </div> <div data-bbox="1203 228 1749 613">  </div> <p data-bbox="667 646 1577 683">North side of NE 76th Street from intersection of 180th Avenue NE to the east</p> <div data-bbox="667 716 1203 1099">  </div> <div data-bbox="1203 716 1749 1099">  </div>	

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Issue	Discussion Notes	Status
	<div data-bbox="667 228 1203 613" data-label="Image"> </div> <p data-bbox="667 651 1728 716">In addition to the rationale described in the Technical Committee Report (pages 9-11 and Exhibit F), staff notes the following:</p> <ul data-bbox="716 724 1772 1073" style="list-style-type: none"> • Allowed uses were expanded in the MP zone in 2009 to include: restaurants in single-tenant buildings, kennels/animal shelters, and film/tv/radio broadcast/production (now wrapped into same category as information technology). • The 2009 amendments, together with other longstanding use regulations, allows a number of uses in MP beyond manufacturing, including but not limited to: auto rentals and repair, self-storage facilities, other repair shops, research and development, professional services in support of another MP use, restaurants, catering, food service, kennels/animal shelters, a variety of transportation uses, information technology, fitness centers, trade schools, day care centers, religious facilities, and construction-related businesses. <p data-bbox="667 1117 1759 1182">As a point of clarification, the existing MP Overlay is not adjacent to Mr. Falk's property (see map on next page).</p>	

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Issue	Discussion Notes	Status
	 <p><u>2/26:</u> The Technical Committee Report recommends against extending the MP Overlay. See especially pages 9-11 and Exhibit E2 (earlier letter from Mr. Falk), and Exhibit F (staff rationale as provided to CAC).</p> <p><u>Public Comment</u></p> <p><u>7/9:</u> James Anderson, on behalf of Cary Falk, provide both verbal and written testimony expressing Mr. Falk's continued interest in extending the MP Overlay to include his properties located at 18001 NE 76th Street and 18109 NE 76th Street. Mr. Anderson's July 7,</p>	

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Issue	Discussion Notes	Status
	<p>2014 letter reiterates the request for extending the MP Overlay and for allowing service-oriented uses such as nail and hair salons, real estate, and professional offices to locate in his commercial properties that are located in a Manufacturing Park zone.</p> <p>Tom Markl also provided testimony regarding the extension of the MP Overlay and a conversion of properties fronting the Redmond Way corridor (north and south sides of the street). He suggested that the Commission view the video archive of the Council's original discussion of the MP Overlay with specific interest in the intents discussed at that time. He noted his interest in changes from MP to GC for the Redmond Way properties and that such change should occur with the Southeast Redmond Neighborhood Plan. Mr. Markl did not support staff's recommendation for pursuing a subsequent study focused on the current and future needs of manufacturing uses in Redmond.</p> <p><u>2/19:</u> James Anderson, on behalf of Cary Falk, provided testimony describing Mr. Falk's request for extending the MP Overlay to include his parcels. Specifically, Mr. Falk desires opportunity to lease space to businesses that have been prevented through the MP zoning designation from operating in his facility. These include real estate; consumer, heavy consumer and durable goods; health and personal care; finance and insurance; administrative, personal and professional services; pet and animal sales; and ambulatory and outpatient care services. Mr. Anderson noted challenges in filling vacant spaces with manufacturing uses and made particular reference to a previous tenant that relocated business operations to Mexico.</p>	
<p>I3. Policy LU-30: What is an example of walk-up retail? A 7-11? (Chandorkar)</p>	<p><u>Planning Commission Discussion</u> <u>3/12:</u> The Commission was satisfied with staff's response and closed the issue.</p> <p><u>Staff Response/Recommendation</u> <u>3/12:</u> The text of policy LU-30 is: <i>Restrict land uses, such as major office and walkup retail, which are more appropriate for Redmond's urban centers.</i> Examples of walk-up retail include most retail or service businesses in mixed-use buildings located in Downtown Redmond. Many people may still drive to these locations, but the businesses generally adjoin the sidewalk (vs. a parking lot) and attract significant pedestrian traffic. The General Commercial zone is intended to accommodate uses that are auto-oriented.</p>	<p>Opened 3/12</p> <p>Closed 3/12</p>

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Issue	Discussion Notes	Status
	<u>Public Comment</u>	
J. Central		
J1. Describe how the Taylor Property fits into the proposed neighborhood plan. (Biethan)	<p><u>Planning Commission Discussion</u> <u>3/19</u>: The Commission was satisfied with the staff response and closed the issue.</p> <p><u>Staff Response/Recommendation</u> <u>2/26</u>: The recommended neighborhood plan maintains provisions established by the Taylor Development Agreement. Located in the Central Subarea, the current zoning of Manufacturing Park is maintained as well as the allowed siting and development of large, warehouse-style operations. The Northeastern Subarea's transitional land use and zoning plans for compatibility with these uses such as by restricting residential development in the southeastern portion of the Subarea – a significant distance from the Taylor's defined development area.</p> <p><u>Public Comment</u></p>	<p>Opened 2/12</p> <p>Closed 3/19</p>
K. Northeast		
K1. Provide additional detail about thoughts around the Cadman site and how the long-term plan fits into the current. What do we know about Cadman's future plans? Address the growth of Woodbridge. (Biethan, O'Hara, joint meeting)	<p><u>Planning Commission Discussion</u> <u>2/26</u>: The Commission supported closing this item.</p> <p><u>2/19</u>: Commissioner Biethan noted that he requested this item for discussion opportunities with the entire Commission. He is satisfied with the staff response and suggested leaving this item open for Commissioner O'Hara's possible additional questions.</p> <p><u>Staff Response/Recommendation</u> <u>2/19</u>: A representative of Cadman participated on the Southeast Redmond CAC and helped ensure that the plan provides ongoing support for their business and specific operations within the neighborhood over the long-term. One of Cadman's acquisition and development specialists provided input during the plan update process by attending one of three quarterly open houses, reviewing the plan's progress online, and providing feedback to staff.</p>	<p>Opened 2/12</p> <p>Closed 2/26</p>

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	<p>In keeping with amended land use patterns, existing businesses and operations are supported in place, based on current operations. The Northeast Subarea incorporates Cadman's interest in maintaining a neighborhood presence and progressively focusing its operations in the northern portion of the Subarea. Additionally, Cadman would like to reserve opportunity for master planning in response to market conditions at such time that it opts to sell portions of its land. To ensure equitable transition between existing residential uses and the northern industrial uses, the Northeast Subarea will support master planning and through performance zoning, guide uses from lower intensities in the south to higher intensities in the north.</p> <p>An additional 140 to 170 dwelling units will be accommodated in the southern portion and will be buffered from adjacent low-intensity employment areas through vegetation and site design. 700 dwelling units will be accommodated in the Marymoor Subarea to offset density that is currently supported north of the Woodbridge community.</p> <p><u>Public Comment</u></p>	
<p>K2. How have other areas dealt with similar transitions from residential to manufacturing and industrial uses? (Miller, Sanders, joint meeting)</p>	<p><u>Planning Commission Discussion</u> 2/19: The Commission requested additional information regarding the recycling operations that are currently taking place on the Cadman property. Regarding recommended residential uses in the transitional area, Commissioner Miller asked about the basis for maintaining zoning density similar to that developed in the Woodbridge community. He noted his interest in a diversity of residential densities. Commissioner Sanders also suggested providing information for how places such as Hillsboro, Oregon manage heavy volumes of traffic that could result from the Plan's recommended land use and zoning amendments. The Commission then agreed to close this item.</p> <p><u>Staff Response/Recommendation</u> 2/19: To help the CAC consider strategies for equitable transitions between uses of different intensities, staff provided research material from online and field reconnaissance and from discussion with planning staff at case study locations. This process, as described in the Technical Report, included Fairhaven (Bellingham), Georgetown (Seattle), St. John's (Portland) and Hillsboro, Oregon. Staff also visited Southlake Union and the historic-</p>	<p>Opened 2/12</p> <p>Closed 2/19</p>

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Issue	Discussion Notes	Status																								
	<p>industrial and the northern Boeing Field portions of Georgetown.</p> <p>Land use, vegetation and site design including setbacks assist with transitions in these and other locations. Additional research regarding performance zoning identified examples in Fort Collins, Colorado, Harlem, New York, Gig Harbor, and Beaverton, Oregon through which combinations of these three strategies support adjacencies similar to those found currently and anticipated in Southeast Redmond.</p> <p><u>Public Comment</u></p>																									
K3. Is shifting employment uses into the Northeast Subarea the right approach? Consider that Redmond doesn't necessarily have a surplus of manufacturing land that can be turned-over to residential uses. (joint meeting)	<p><u>Planning Commission Discussion</u></p> <p><u>7/16:</u> Having reviewed the proposed regulations the Commission closed this issue.</p> <p><u>3/12:</u> Commissioner Murray commented that the reduction in BP-zoned land would not be detrimental to economic development. Commissioners noted that the Northeast Design District seems to be where employment is headed. This issue remains open pending review of performance zoning regulations.</p> <p><u>Staff Response/Recommendation</u></p> <p>2/19: The rationale for this recommendation is contained in the Technical Committee Report. The following table shows the Northeast Subarea's current land use and recommended land use by area.</p> <table><tr><th></th><th>Current Area</th><th>Recommended Area</th><th>Difference</th></tr><tr><td>Residential</td><td>72 acres</td><td>11 acres</td><td>- 61 acres</td></tr><tr><td>Business Park</td><td>37 acres</td><td>21 acres</td><td>- 16 acres</td></tr><tr><td>Industrial</td><td>79 acres</td><td>79 acres</td><td>No change</td></tr><tr><td>Neighborhood Commercial</td><td>--</td><td>6 acres</td><td>+ 6 acres</td></tr><tr><td>Design District for employment uses</td><td>--</td><td>70 acres</td><td>+ 70 acres</td></tr></table>		Current Area	Recommended Area	Difference	Residential	72 acres	11 acres	- 61 acres	Business Park	37 acres	21 acres	- 16 acres	Industrial	79 acres	79 acres	No change	Neighborhood Commercial	--	6 acres	+ 6 acres	Design District for employment uses	--	70 acres	+ 70 acres	<p>Opened 2/12</p> <p>Closed 7/16</p>
	Current Area	Recommended Area	Difference																							
Residential	72 acres	11 acres	- 61 acres																							
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Design District for employment uses	--	70 acres	+ 70 acres																							

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Issue	Discussion Notes				Status
	Park	15 acres	15 acres	No change	
	<u>Public Comment</u>				
L. Evans Creek					
L1. How do we protect Woodbridge from the adjacent/ nearby and less residential uses? (Biethan, Miller, Chandorkar)	<p><u>Planning Commission Discussion</u></p> <p><u>3/19:</u> Commissioners recommended focusing residential away from 188th Ave NE and toward the city limit. In addition Commissioners urged staff to create complete streets in this area. The Commission then closed the issue.</p> <p><u>2/26:</u> Commissioner Miller requested graphics to better understand the CAC’s recommendation. He expressed concern about using a “woonerf” as a buffer. He recommended explicitly acknowledging any travel lane width reductions.</p> <p><u>2/19:</u> Commissioner Miller and Chandorkar asked the speakers whether they felt that the buffering and transitional strategies recommended in the neighborhood plan would help improve conditions from the perspective of the residences. The Commission asked staff to provide additional information describing the type of business operations that are currently and are proposed to be allowed in the Manufacturing Park zone.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>2/26:</u> The recommendation for the Northeast Subarea is a gradual transition by way of land use and site design from residential to industrial. The transition includes the following:</p> <ul style="list-style-type: none">• Residential uses shall be buffered from adjacent businesses that will be in the form of campus- or similar-style business parks. In this portion of the Subarea, 192nd Avenue NE will include high-comfort pedestrian facilities and a significantly sized vegetated street edge.• The campus- or similar-style business parks will be designed so that structures act as buffers between residential and higher intensity uses such as industrial. These structures may include manufacturing that occurs predominantly indoors. The campus and similar settings will also include a variety of landscaping treatments that help support buffering. This portion of 192nd Avenue NE will feature a moderately vegetated treatment and wider sidewalks.				Opened 2/12 Closed 3/19

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	<ul style="list-style-type: none"> • A higher-intensity portion, located north of the business parks, will also include site design and landscaping that helps buffer uses that differ in intensities. In this portion, 192nd Avenue NE will feature a cross-section similar to 188th Avenue NE and will support travel by large vehicles associated with manufacturing operations. Street design will encourage vehicles associated with manufacturing operations to use Union Hill Road, NE 76th Street and NE 73rd Street. Access by these vehicles will be prohibited on 192nd Avenue NE, south of NE 73rd Street. • The industrial portion of the Subarea will be buffered from residential uses by way of the Subarea area portions to its south. 192nd Avenue NE will support this use by way of a cross-section that features limited vegetation, standard pedestrian and bicycle facilities, and prioritized routing to Union Hill Road and NE 76th Street. • Additionally, the Northeast Subarea requires several non-motorized connections to the Evans Creek Trail. These connections will include robust landscaping to enhance other buffering techniques. <p><u>Public Comment</u> <u>2/19:</u> Alina Laksberg and Zaffer Lalji provided testimony regarding their concerns with the proximity of industrial operations to the Woodbridge community and to Southeast Redmond Neighborhood Park. Ms. Laksberg noted positive change that has taken place in the neighborhood since she purchased her property and the negative aspects of industrial operations taking place in closer proximity to residences than previously. In response to the Planning Commission’s questions, Ms. Laksberg believed the recommended transitional strategies and increasing opportunities for high-tech business in the neighborhood will help improve these conditions. Mr. Lalji spoke in similar regard, noting that industrial operations seemed to have moved approximately 300’ south of their previous operation area. He added that the height of the gravel staging piles has also increased and that truck traffic and associated noise seemed to have increased since he took ownership of his property in the Woodbridge community.</p>	
M. Transportation		
M1. Stated goal is encourage walking and bicycling to/ from light rail station, but not seeing adequate	<p><u>Planning Commission Discussion</u> <u>3/12:</u> The Commission was satisfied with the staff response and closed the issue.</p>	Opened 2/12

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Issue	Discussion Notes	Status
planned crossings of Redmond Way near there. (O'Hara)	<p><u>Staff Response/Recommendation</u> <u>2/26</u>: Two new crossings of Redmond Way are planned: 1) a grade-separated crossing linking the Regional Retail Subarea to the Marymoor Subarea near the light rail station, and 2) the extension of NE 70th St between Redmond Way and 180th Ave NE. The latter is on the 2030 Transportation Facilities Plan, though was mistakenly omitted from the neighborhood connections map provided to the Commission.</p> <p><u>Public Comment</u></p>	Closed 3/12
M2. What are the likely traffic impacts of shifting housing to the Marymoor Subarea? (Chandorkar)	<p><u>Planning Commission Discussion</u> <u>3/19</u>: Commissioners noted that connectivity will be a key issue in the Marymoor Subarea and recommended completing pedestrian-friendly connections no later than when light rail arrives. The Commission then closed the issue.</p> <p><u>Staff Response/Recommendation</u> <u>3/12</u>: Replacing, over time, some business uses with residential uses in the Marymoor Subarea is likely to shift travel patterns. Areas dominated by business uses typically see inflows in the morning and outflows in the afternoon/evening. Residential areas typically have the opposite travel demand profile. Mixing business and residential uses is likely to result in both inflows and outflows in the morning and afternoon, as well as additional trips (some by car, others by walking or biking) internal to the subarea as some residents take jobs in the subarea and residents take advantage of services available in the area.</p> <p><u>Public Comment</u></p>	Opened 2/12 Closed 3/19
M3. What happens to traffic with future growth, especially NE 76 th Street? (Murray)	<p><u>Planning Commission Discussion</u> <u>3/12</u>: The Commission was satisfied with the staff response and closed the issue.</p> <p><u>Staff Response/Recommendation</u> <u>3/12</u>: Transportation modeling indicates that 2030 conditions in the NE 76th St corridor <u>with</u> the neighborhood plan update adopted would not be significantly different than 2030 conditions <u>without</u> the plan update.</p>	Opened 2/12 Closed 3/12

Attachment C: Planning Commission Final Issues Matrix for Southeast Redmond Neighborhood Plan Update (LAND-2014-00055)

Issue	Discussion Notes	Status
	<u>Public Comment</u>	
M4. How does the plan address freight mobility? (joint meeting)	<p><u>Planning Commission Discussion</u> <u>3/12</u>: Commissioner Chandorkar suggested more-detailed study and/or monitoring of traffic in the neighborhood, especially if a shift in residential and employment capacity is adopted and is implemented. The Commission was satisfied that proposed policy LU-28 addresses this concern.</p> <p><u>Staff Response/Recommendation</u> <u>3/12</u>: Staff noted that Redmond staff routinely monitor traffic operations data and adjust system operations as needed. Staff suggested that proposed policy LU-28 may address Commission concerns about further traffic study, especially in the Marymoor Subarea.</p> <p><u>2/26</u>: Proposed policies recognize the existing and future role of freight mobility in Southeast Redmond in the broader Redmond economy. Policies and maps call for improving specific intersections to facilities the movement of goods such as 185th/76th and 180th/76th, and for improving east-west circulation generally with new or improved connections. Policies also emphasize safety for all users, such as by creating separate non-motorized corridors.</p> <p><u>Public Comment</u> <u>3/12</u>: Ms. Kelly Stephens submitted written testimony supporting retention of land for manufacturing and industry in Southeast Redmond. Ms. Stephns owns two buildings along NE 65th St. in the Marymoor Subarea. She also believes it is important to maintain manufacturing-related transportation routes in the area.</p>	<p>Opened 2/12</p> <p>Closed 3/12</p>
M5. How does the plan address connectivity, especially: 1) light rail to businesses, 2) ped-bike generally, 3) East Lake Sammamish Trail to Redmond Central Connector, 4) between Evans Creek Subarea and the Regional Retail Subarea, 5) from the Regional Retail Subarea to light	<p><u>Planning Commission Discussion</u> <u>3/19</u>: The Commission was satisfied with staff's response to issue N1 and so closed this issue.</p> <p><u>3/12</u>: Commissioner Miller proposed modifying the language of PR-6 as discussed in more detail in issue N1. This issue is open pending revised language for policy PR-6.</p> <p><u>2/19</u>: The Commission adding the following travel routes to their anticipated discussion regarding transportation:</p>	<p>Opened 2/12</p> <p>Closed 3/19</p>

Attachment C: Planning Commission Final Issues Matrix for Southeast Redmond Neighborhood Plan Update (LAND-2014-00055)

Issue	Discussion Notes	Status												
rail, and 6) within the Redmond Way corridor including pedestrian crossings between the north and south sides of the street? (Miller, Chandorkar, joint meeting)	<ul style="list-style-type: none">• General existing and future transportation patterns for the Redmond Way (SR-202) corridor;• Non-motorized connections between the residential areas of the Evans Creek Subarea and the shopping opportunities in the Regional Retail Subarea;• Non-motorized connections between the Regional Retail Subarea and the light rail station area; and• Pedestrian and bicycle crossing along Redmond Way (SR-202). <p><u>Staff Response/Recommendation</u> <u>2/26:</u> The plan addresses the connectivity issues raised by Commissioners as follows:</p> <table><tr><th>Connection</th><th>How Plan Addresses It</th></tr><tr><td>Light rail to businesses</td><td>Connections between the light rail station and businesses in the Marymoor Subarea will be via a network of new or improved streets. Connections to/from businesses on the other side of Redmond Way will be via NE 70th St., as extended to 180th Ave NE, or via NE 70th St. and Redmond Way.</td></tr><tr><td>Ped-bike generally</td><td>The plan generally focuses on improving east-west connections and creating new connections to existing or assets, such as the Evans Creek trail and Marymoor Park. Other themes include creating a pedestrian spine through the Regional Retail Subarea and improving connectivity overall in the Marymoor Subarea.</td></tr><tr><td>ELST to RCC</td><td>Plan calls for extension of ELST to meet RCC, in conjunction with extension of light rail to Downtown (see PR-6).</td></tr><tr><td>Evans Creek Subarea to Regional Retail Subarea</td><td>People walk from the Evans Creek Subarea to the Regional Retail Subarea today. It is about a one-mile walk. The neighborhood plan calls for ped-bike improvements in the NE 68th St, NE 76th St and 185th Ave NE corridors, and for creating a new east-west corridor in approximately the 7000 block from 180th Ave NE to 192nd Ave NE.</td></tr><tr><td>Regional Retail</td><td>Plan calls for grade-separated crossing of Redmond Way to</td></tr></table>	Connection	How Plan Addresses It	Light rail to businesses	Connections between the light rail station and businesses in the Marymoor Subarea will be via a network of new or improved streets. Connections to/from businesses on the other side of Redmond Way will be via NE 70 th St., as extended to 180 th Ave NE, or via NE 70 th St. and Redmond Way.	Ped-bike generally	The plan generally focuses on improving east-west connections and creating new connections to existing or assets, such as the Evans Creek trail and Marymoor Park. Other themes include creating a pedestrian spine through the Regional Retail Subarea and improving connectivity overall in the Marymoor Subarea.	ELST to RCC	Plan calls for extension of ELST to meet RCC, in conjunction with extension of light rail to Downtown (see PR-6).	Evans Creek Subarea to Regional Retail Subarea	People walk from the Evans Creek Subarea to the Regional Retail Subarea today. It is about a one-mile walk. The neighborhood plan calls for ped-bike improvements in the NE 68 th St, NE 76 th St and 185 th Ave NE corridors, and for creating a new east-west corridor in approximately the 7000 block from 180 th Ave NE to 192 nd Ave NE.	Regional Retail	Plan calls for grade-separated crossing of Redmond Way to	
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Issue	Discussion Notes		Status				
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Redmond Way corridor crossings	See response immediately above. In addition, the plan calls for a pedestrian connection from 185 th Ave NE and Redmond Way south to E. Lk. Samm. Pkwy.						
	<u>Public Comment</u>						
M6. What is the future of the Bear Creek park & ride with the arrival of light rail transit? (Miller)	<p><u>Planning Commission Discussion</u></p> <p><u>3/19</u>: Commissioners were interested in what happens to the Bear Creek Park & Ride when it closes. Commissioners asked staff to check-in with the Citizen Advisory Committee on this question. The Commission then closed the issue.</p> <p><u>3/12</u>: Commissioners expressed that the neighborhood plan should provide more direction about the Bear Creek Park & Ride. Commissioner Miller expressed concern about its future closure, and that it is in the City’s interest to shape how future transit service occurs. Commissioner Biethan suggested language in the plan to the effect of: monitor the situation, plan for the site and transit service if the park & ride closes, and monitor service changes.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>3/19</u>: Staff concurs that monitoring transit service is in the City’s interest, and in fact this is an ongoing staff activity. Staff and elected officials advocate at the regional level for the City’s transit interests. Staff will review the Transportation Master Plan and Transportation element of the Comprehensive Plan to determine if sufficient policy direction exists that addresses the concerns raised by Commissioners. An additional recommendation is to address the park & ride as part of the station area planning process that would occur sometime after funding is secured for the extension of light rail to Southeast Redmond. If the Commission supports that recommendation, staff would draft revised policy language to that effect.</p> <p><u>2/26</u>: The neighborhood plan does not take a specific position on the future of the Bear Creek Park & Ride. Neighborhood and citywide policies call for making transit more accessible to more people. The Bear Creek Park & Ride is certainly important now as a</p>		Opened 2/12 Closed 3/19				

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Issue	Discussion Notes	Status
	<p>transit hub, and may continue to be useful for bus transit operations (e.g. park and ride use, layover space) when the light rail station opens. Transit service planning won't happen for many years (until close to operations begin at the light rail station), and a lot could change between now and then in terms of Metro and Sound Transit priorities, funding, etc.</p> <p><u>Public Comment</u></p>	
N. Parks / Rec / Open Space		
<p>N1. How does the plan address parks and open space? (joint meeting)</p>	<p><u>Planning Commission Discussion</u></p> <p><u>3/19</u>: Commissioners expressed that the City should not rely on King County to meet locally-defined needs. The Commission supported the proposed revisions to policy PR-6. The Commission then closed the issue.</p> <p><u>3/12</u>: The Commission agreed that revised language for PR-6 would resolve concerns. The issue is open pending receipt of revised language.</p> <p><u>2/26</u>: Commissioner Miller recommended completing the East Lake Sammamish Trail-Redmond Central Connector connection earlier than is described in policy PR-6.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>3/19</u>: Staff proposes the following revised language for PR-6:</p> <p style="padding-left: 40px;"><i>PR-6 Complete the planned grade-separated connection across SR 520 between the north end of the East Lake Sammamish Trail and the Redmond Central Connector, recognizing its regional recreation and transportation significance. <u>Pursue an interim connection if needed. If a permanent connection is not complete prior to the extension of light rail to Downtown Redmond, ensure that the connection's design and construction are coordinated and done in conjunction with the extension of light rail to Downtown Redmond.</u></i></p> <p><u>3/12</u>: The language in PR-6 is not intended to set a "no-sooner-than" date for the trail connection, and would support revised language clarifying that. Staff has previously found</p>	<p>Opened 2/12</p> <p>Closed 3/19</p>

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Issue	Discussion Notes	Status
	<p>that even an interim connection would be fairly costly.</p> <p><u>2/26:</u> In general the neighborhood plan prioritizes the development of Southeast Redmond Neighborhood Park and the completion of planned trail connections. Specific policies address creating connections to Arthur Johnson Park and Marymoor Park and connecting the East Lake Sammamish Trail and the Redmond Central Connector. The plan also calls for using parks as one way to incorporate additional green into the neighborhood and enhance stream health, the tree canopy and other natural assets.</p> <p><u>Public Comment</u></p>	
O. Neighborhood Gathering		
P. Other		
P1. Should the Keller property near Millennium be incorporated into the neighborhood? (Chandorkar)	<p><u>Planning Commission Discussion</u></p> <p><u>3/12:</u> The Commission supported the Kellers' request and staff's recommendation to include the property in the Southeast Redmond neighborhood.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>2/26:</u> Exhibit E3 in the Technical Report provides a letter from James McBride on behalf of the Keller family in this regard. The recommended Southeast Redmond neighborhood boundary incorporates this property into the neighborhood. This site, located south of Evans Creek and with access taken from NE 84th Street, has commonality with adjacent properties that are currently within the neighborhood.</p> <p><u>Public Comment</u></p>	<p>Opened 2/12</p> <p>Closed 3/12</p>

Questions

1. What is the net change, if any, of the number of planned residential units in the new plan, compared to the current plan in place? Does the mix of housing type (multi- vs. single-family) change in the new proposed plan? (Biethan, Chandorkar)

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2/19: The existing housing capacity in the Northeast Subarea is about 850 units. Of those, about 700 are proposed to shift to the Marymoor Subarea and about 150 are proposed to remain in the Northeast Subarea. Thus, the net change for the neighborhood overall is about zero. The existing capacity in the Northeast Subarea is zoned R-12. The future capacity in the Marymoor Subarea would be at an average closer to 20-25 units per acre. That could include a mix of townhomes and flats, with probably more flats than townhomes in order to achieve a total of 700 units.

2. *What is the level of transit service in Southeast Redmond? (Murray)*

2/19: Please see the Redmond Transit Map for a good overview of transit service in Southeast Redmond. It can be viewed online at <http://redmond.gov/common/pages/UserFile.aspx?fileId=71383>.

3. *What is the size of the transition area in the Northeast Subarea? How much land? What is the scope? (Murray)*

2/19: The Northeast Subarea is 222 acres and includes the following recommended land uses: Industrial (79 acres), Business Park (21 acres), Design District employment area (70 acres), Neighborhood Commercial (6 acres), Residential (11 acres), Rural Residential (20 acres) and Park (15 acres).

Other Southeast Redmond Subarea land areas are as follows:

NAME	ACREAGE
Central	366
Evans Creek	214
Marymoor	691
Northeast	222
Redmond Way	40
Regional Retail	91

For size comparison, Redmond Town Center is 149 acres and Marymoor Park is 640 acres.

4. *What is a primary industry?*

3/12: Primary industries are also known as basic industries, or the export sector of the economy. The export sector is the part of the economy that produces goods or services that are sold outside a defined geography (e.g., city, region, state, or nation). Primary/basic industries are important economically because they contribute outside wealth to whatever the defined geography is.

Discussion Issues - Regulations

Issue	Discussion Notes	Status
A. Marymoor Subarea & Design District		
A1. Preserving housing options immediately near light rail station. (Miller, Biethan, Sanders, O'Hara)	<p><u>Planning Commission Discussion</u></p> <p><u>7/16:</u> Commissioners supported the staff proposal to incorporate a notation on the zoning map to reflect the possibility of future transit-oriented development and to modify the Marymoor Design District purpose statement. The Commission then closed this issue.</p> <p><u>7/9:</u> Commissioners supported the revised policy language for LU-21 and LU-28. In addition, Commissioners desired to see the housing option near the future station expressed on a map, and the intent more clearly expressed in regulations. This issue is related to A6; the Commission decided to focus issue A1 on TOD near the station and A6 on the location of housing more generally.</p> <p><u>6/25:</u> Commissioners asked that their interest in housing options near the light rail station be clearly indicated in the policies. Commissioners Miller and Biethan requested that policies LU-21 and LU-28 include language emphasizing preserving housing options and housing in the form of transit-oriented development (TOD). Commissioners also agreed that these two policies should emphasize their relationship to one another. Commissioner Sanders added that the Commission had not yet agreed to the location and type of housing to be provided in the Marymoor Design District.</p> <p><u>6/23:</u> Commissioner Miller requested information describing the preservation of housing options in immediate proximity to proposed light rail station. He described his concern for a cost-effective means of supporting both transit and housing goals in the neighborhood and is interested in the plan emphasizing how at least a significant part of the proposed 750 units transferred to the Marymoor Design District could be sited near the station.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>7/16:</u> There is precedent in Redmond for using the Zoning Map to indicate potential future uses. Staff proposes using that approach for housing near the light rail station. The Zoning Map would have a hatched circle that has a ¼-mile radius around the station and a note that refers users to policy LU-21, which describes the intent for TOD. In addition, staff proposes amending one sentence of the purpose statement for the MDD as follows:</p>	<p>Opened 6/23</p> <p>Discussed 6/25, 7/9</p> <p>Closed 7/16</p>

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Issue	Discussion Notes	Status						
	<p><i>Regulations for this design district support business growth and adaptation, cap general retail and service uses to encourage the location and growth of businesses in primary industries, and take advantage of the planned light rail station <u>for transit-oriented housing and employment</u>.</i></p> <p><u>7/9:</u> Staff proposes the following amendments to reflect the Commission’s interest in preserving opportunities for housing, particularly as TOD, near the light rail station:</p> <table><tr><th>Previously Proposed Policy Language</th><th>Amended Proposal (7/9/2014)</th></tr><tr><td>LU-21 Incorporate housing into the Marymoor Subarea that is walkable to the station. Focus on the areas closest to Marymoor Park.</td><td>LU-21 Incorporate housing into the Marymoor Subarea that is walkable to the station. Maintain opportunities for transit-oriented development that includes housing capacity in close proximity to the light rail station and for housing capacity in the areas closest to Marymoor Park.</td></tr><tr><td>LU-28 Provide funding for and complete an interdisciplinary infrastructure plan for this subarea given the change in land use that is expected over time. Include utilities, parks, transportation and parking strategies, and land use standards such as minimum density as part of the plan. Also, ensure that the subarea supports adjacent natural areas, including Bear Creek, the aquifer, and the Sammamish River. Complete this study prior to having updated zoning regulations go into effect for the Marymoor Subarea.</td><td>LU-28 Provide funding for and complete an interdisciplinary infrastructure plan for this subarea given the change in land use that is expected over time. Include utilities, parks, transportation and parking strategies, land use standards such as minimum density as part of the plan, and as identified in policy LU-21, transit-oriented development that provides for residential capacity in close proximity to the light rail station. Also, ensure that the subarea supports adjacent natural areas, including Bear Creek, the aquifer, and the Sammamish River. Complete this study prior to having updated zoning regulations go into effect for the Marymoor Subarea.</td></tr></table>	Previously Proposed Policy Language	Amended Proposal (7/9/2014)	LU-21 Incorporate housing into the Marymoor Subarea that is walkable to the station. Focus on the areas closest to Marymoor Park.	LU-21 Incorporate housing into the Marymoor Subarea that is walkable to the station. Maintain opportunities for transit-oriented development that includes housing capacity in close proximity to the light rail station and for housing capacity in the areas closest to Marymoor Park.	LU-28 Provide funding for and complete an interdisciplinary infrastructure plan for this subarea given the change in land use that is expected over time. Include utilities, parks, transportation and parking strategies, and land use standards such as minimum density as part of the plan. Also, ensure that the subarea supports adjacent natural areas, including Bear Creek, the aquifer, and the Sammamish River. Complete this study prior to having updated zoning regulations go into effect for the Marymoor Subarea.	LU-28 Provide funding for and complete an interdisciplinary infrastructure plan for this subarea given the change in land use that is expected over time. Include utilities, parks, transportation and parking strategies, land use standards such as minimum density as part of the plan, and as identified in policy LU-21, transit-oriented development that provides for residential capacity in close proximity to the light rail station. Also, ensure that the subarea supports adjacent natural areas, including Bear Creek, the aquifer, and the Sammamish River. Complete this study prior to having updated zoning regulations go into effect for the Marymoor Subarea.	
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	<p><u>6/25:</u> Staff recommends including the analysis for siting housing units near the future light rail station as part of the subsequent infrastructure and subarea planning process. The scoping for this study will be underway shortly and will allow for a staff/consultant team to develop additional regulatory amendments</p>							

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Issue	Discussion Notes	Status
	<p>based on policy LU-28 - Provide funding for and complete an interdisciplinary infrastructure plan for this subarea given the change in land use that is expected over time. Include utilities, parks, transportation and parking strategies, and land use standards such as minimum density as part of the plan. Also, ensure that the subarea supports adjacent natural areas, including Bear Creek, the aquifer, and the Sammamish River. Complete this study prior to having updated zoning regulations go into effect for the Marymoor Subarea.</p> <p><u>Public Comment</u></p>	
<p>A2. Delay in effectiveness of Marymoor Design District (MDD) zoning. (Miller, Sanders, O'Hara)</p>	<p><u>Planning Commission Discussion</u></p> <p><u>7/23:</u> Upon request of Commissioner Biethan, the Commission reopened this issue in order to express what the Commission believes to be an appropriate way forward. After discussion it was the sense of the Commission that the stakeholder workgroup should use the "transitional use" alternative as a jumping-off point for discussion. That kind of approach seemed as though it would be fair to existing owners and ultimately result in the transition envisioned in the plan. Commissioner Biethan urged the stakeholder workgroup to take into account economic considerations such as building depreciation and the lifecycle of a building. The Commission then closed the issue.</p> <p><u>7/16:</u> Commissioners supported the formation of a stakeholder group to recommend a transition strategy to the Commission and City Council. Commissioners expressed a desire to see results from this group in a matter of months after the process begins and recommended that Citizen Advisory Committee members be involved in the process as well. Commissioners agreed that the policy language proposed by staff should be added to the neighborhood plan and that the Commission's report should include a request to the Council to include a provision in the adopting ordinance that stipulates that the stakeholder group's work be done and reviewed by the Commission and Council before MDD1 zoning becomes effective. The Commission then closed this issue.</p> <p><u>7/9:</u> Commissioners felt that implementing the existing nonconforming use code in the MDD1 would be onerous and agreed that there should be a use transition strategy that is fair to property owners. Commissioners asked staff to return with a menu of options that could be reviewed with area stakeholders. Commissioners also asked staff to describe how to ensure that the strategy is in place before any new zoning takes effect.</p> <p><u>6/25:</u> Commissioners Biethan and O'Hara asked staff to provide additional information regarding legal</p>	<p>Opened 6/23</p> <p>Discussed 6/25, 7/9, 7/16</p> <p>Closed 7/23</p>

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Issue	Discussion Notes	Status												
	<p>nonconforming uses as well as examples from the region of similar transitions between zoning.</p> <p><u>6/23:</u> Commissioner Miller and Sanders requested additional information regarding the proposed delay in effectiveness of the zoning changes within the Marymoor Design District, particularly in regard to the move away from performance zoning. Commissioner Miller noted his concern with the Commission voting on policies that could ultimately be technically infeasible or invalid or subsequently require a change in approach. In addition, Commissioner Sanders asked about the impacts of the MDD zoning change on existing businesses? She asked staff to identify what would be disallowed?</p> <p><u>Staff Response/Recommendation</u></p> <p><u>7/16:</u> Below is a menu of possible use transition strategies that could be used in MDD1. Staff proposes to review these with stakeholders before making a recommendation to the Planning Commission. The “status quo” alternative is included for reference. Consultation with stakeholders is likely to result in new alternatives being identified.</p> <table data-bbox="478 764 1764 1406"> <tr> <th data-bbox="478 764 655 800">Alternative</th><th data-bbox="655 764 932 800">Description</th><th data-bbox="932 764 1764 800">Implications</th></tr> <tr> <td data-bbox="478 800 655 943">Status quo</td><td data-bbox="655 800 932 943">Implement code as written</td><td data-bbox="932 800 1764 943">Uses become nonconforming when MDD1 zoning takes effect (proposed as 1/1/18). Nonconforming use rights lost after 12 months of vacancy. Could result in higher vacancies, economic distress for current owners, and faster transition to future uses.</td></tr> <tr> <td data-bbox="478 943 655 1230">More permissive version of status quo</td><td data-bbox="655 943 932 1230">Broaden definition of “like” use and set longer timeline for converting uses to nonconforming</td><td data-bbox="932 943 1764 1230">Uses become nonconforming sometime after MDD1 zoning takes effect, perhaps based on specific triggers identified in policy or code. Nonconforming uses can be replaced by “like” uses where “like” is explicitly defined broadly. Vacancies of more than 12 months could be permitted. Likely to result in reduced vacancies due to lost nonconforming rights compared to status quo, less economic distress for current owners than under status quo, and more gradual transition to future uses.</td></tr> <tr> <td data-bbox="478 1230 655 1406">Transitional uses</td><td data-bbox="655 1230 932 1406">Designate existing uses as “transitional” (this approach is used in Overlake Village)</td><td data-bbox="932 1230 1764 1406">Existing uses become “transitional,” but <u>not</u> nonconforming when MDD1 zoning takes effect. Use table is reviewed periodically to determine whether transitional uses are still appropriate. Cap is placed on amount of “transitional” uses, possibly based on existing square footage of uses or some. Unlikely to negatively impact</td></tr> </table>	Alternative	Description	Implications	Status quo	Implement code as written	Uses become nonconforming when MDD1 zoning takes effect (proposed as 1/1/18). Nonconforming use rights lost after 12 months of vacancy. Could result in higher vacancies, economic distress for current owners, and faster transition to future uses.	More permissive version of status quo	Broaden definition of “like” use and set longer timeline for converting uses to nonconforming	Uses become nonconforming sometime after MDD1 zoning takes effect, perhaps based on specific triggers identified in policy or code. Nonconforming uses can be replaced by “like” uses where “like” is explicitly defined broadly. Vacancies of more than 12 months could be permitted. Likely to result in reduced vacancies due to lost nonconforming rights compared to status quo, less economic distress for current owners than under status quo, and more gradual transition to future uses.	Transitional uses	Designate existing uses as “transitional” (this approach is used in Overlake Village)	Existing uses become “transitional,” but <u>not</u> nonconforming when MDD1 zoning takes effect. Use table is reviewed periodically to determine whether transitional uses are still appropriate. Cap is placed on amount of “transitional” uses, possibly based on existing square footage of uses or some. Unlikely to negatively impact	
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Issue	Discussion Notes			Status
			vacancy rates; less likely than status quo to cause economic distress; likely to result in transition when buildings reach end of economic life or redevelopment becomes more attractive option.	
	Permanent mix of uses	Allow existing and proposed uses in perpetuity	Existing MP uses and future MDD1 uses both become permitted uses in perpetuity. No uses become nonconforming. Unlikely to impact vacancy rates; unlikely to cause economic distress; transition to residential depends on market. Land use compatibility issues could be of ongoing concern. See issue A6 for further discussion.	
	<p>Commissioners also requested mechanisms for ensuring that a transition strategy is in place before MDD1 zoning takes effect. Staff proposes two alternatives: the first is a neighborhood plan policy to that effect. Draft proposed language is:</p> <p><i>Work with [Marymoor] subarea stakeholders to develop a use transition strategy that is fair to property owners and consistent with the vision for the subarea. Complete this work before new zoning regulations become effective for the affected area.</i></p> <p>A second alternative is to request that the City Council include a provision in the adopting ordinance that stipulates that this work be done before the MDD1 zoning becomes effective. The Commission could choose both alternatives.</p> <p><u>7/9:</u> Please refer to the code summary on legal nonconforming uses provided in this packet. This was originally provided to the Planning Commission on March 19, 2014. Specific to the Marymoor Subarea, staff recommends developing a transition strategy collaboratively with owners, tenants and other stakeholders and bringing the strategy back to the Commission and Council for review. Staff expects that this process would run parallel to the infrastructure planning process, though may not take as long. In the meantime, under the staff recommendation, no business would become nonconforming because staff recommends delaying the effective date of the zoning in the Marymoor Subarea.</p> <p><u>6/25:</u> Typically, a change to land use or zoning takes effect 11 days following the City Council's action. The proposed approach for the Southeast Redmond Plan update is to delay the effectiveness regarding the zoning of MDD1 and MDD2. In combination with policy LU-28, a date certain would offer the community,</p>			

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Issue	Discussion Notes	Status
	<p>developers, Commission and City Council assurance of staff’s work on this item within a specific timeframe.</p> <p>For the shift away from performance zoning, the following “walk-through” may help identify areas where flexibility is proposed (a hybrid of traditional zoning and performance zoning) and areas where traditional zoning is proposed:</p> <ul style="list-style-type: none"> • Residential zoning is proposed in MDD1 and NDD1. These locations are defined and use the traditional approach. • The following includes both traditional and the hybrid approach: <ul style="list-style-type: none"> ○ The next adjacent zone (MDD2 and NDD2) propose standards through which transition can take place and some flexibility is supported. As an example, offering some additional flexibility, general sales and services is proposed to be an allowed use at 20% of the site’s gross floor area. And, general sales and services located south of NE 67th Street in MDD2 are proposed to limit their hours to as late as 9pm Sunday through Thursday to help prevent noise trespass into residential units. ○ Within NDD2, all uses sited adjacent to NDD1 are proposed to be setback 250 feet from the district’s boundary. And, heights are proposed to be no taller than two stories within 100 feet of the northern edge of Woodbridge. ○ Also within NDD2 and in NDD3, Arts, Entertainment, and Recreation uses are proposed to be allowed at up to 15% of the site’s gross floor area. However, the proposal includes a prohibition of these uses within 500 feet of NDD1. <p>It is possible that the subsequent infrastructure and subarea study will provide the basis for consideration of changes to neighborhood policy. However, staff believes that setting the stage for land use direction and subarea vision will aid longer-term investment that will ultimately and carefully transition this portion of the neighborhood as a transportation center. The Commission and City Council’s direction regarding land use and zoning changes can provide clear intent for property owners, local businesses, and developers. Otherwise, new and redevelopment could occur in a manner that is inconsistent with place-based, community-building, and transit-oriented uses and infrastructure related questions would need to be studied and resolved during the development review process.</p> <p>Regarding the allowed uses specific to the MDD2 design district, general sales/service is proposed as one of the uses. The Redmond Zoning Code defines general sales/service as an establishment engaging in the</p>	

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Issue	Discussion Notes	Status
	<p>retail sale, rental, or lease of goods or the provision of services, including but not limited to automobile sales or service; heavy consumer goods sale or service; durable consumer goods or service; the sale or service of other consumer goods, grocery, food and beverage sales; health and personal care services; finance and insurance services; real estate services; professional services; and restaurant and food services. General sales or services does not include hotels, motels, and other accommodation services; mail order or direct sales establishments; membership wholesale/retail warehouses; and packing, crating, and convention and trade show services. These and a variety of uses are proposed to be allowed in the MDD2 district:</p> <ul style="list-style-type: none"> • Up to 20% of a site for general sales or service such that a clothing manufacturer could use a portion of their business footprint for retail and an art manufacturer could use a portion of their footprint as a public showcase and sales area; • In combination with manufacturing and wholesale trade, the opportunity for general sales and service could apply to craft brewing and distilleries with tasting rooms and retail space; and • Crop production such as outdoor/indoor/rooftop agriculture could be further supported with roadside produce stands, kiosks, vending carts, and drive-up stands. <p>Staff is continuing discussion regarding the change from MP to NDD1 and will provide additional information concerning this design district at the Commission's July 9, 2014 study session.</p> <p><u>Public Comment</u></p> <p><u>7/9:</u> Kelly Stephens provided testimony requesting for the Southeast Redmond Neighborhood Plan to maintain the current Manufacturing Park zoning in the area proposed as MDD1. She noted the unanticipated requirements for site-specific redevelopment as an outcome of the proposed zoning change for her building that was constructed in 1995. She also described rental vacancies that last longer than 12 months in reference to the City's legal nonconforming use code.</p> <p>Don Hill provided verbal and written testimony regarding anticipated negative effects for him as owner of a manufacturing business and for his tenants as an outcome of the zoning change from Manufacturing Park to MDD1. He described his structure of 48,000 square feet having leases that range from three to five years with a relationship to a cyclical market. He noted one of his concerns being with the 12-month timeframe for the City's legal nonconforming uses whereas adjacent properties have taken approximately 3-years to lease business spaces. He suggested implementing a 20-year leeway.</p>	

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Issue	Discussion Notes	Status
<p>A3. Neighborhood or privately developed park in or associated with MDD1. (Miller, Biethan, O'Hara)</p>	<p><u>Planning Commission Discussion</u></p> <p><u>7/9:</u> Commissioners were satisfied with the staff response and agreed to close this issue.</p> <p><u>6/25:</u> Commissioners reiterated their interest in knowing the long-range plans that King County Parks has for Marymoor Park including the current status of the Marymoor Park Master Plan implementation. Commissioners Miller and O'Hara also requested information from King County and from Redmond Parks staff describing their support for an interlocal agreement regarding use of the park land immediately south of MDD1 as a neighborhood-oriented amenity. Commissioner O'Hara noted that it would be helpful to understand what amenities Redmond Parks staff believes would be important to serve the people in the MDD1 design district.</p> <p><u>6/23:</u> Commission Miller requested more specificity in policies relating to housing that would be located near Marymoor Park. He described his concern with the proposed land use change and work with King County Parks staff that could continue to confuse Marymoor Park as a neighborhood park. He asked staff to provide the specific goals and targets for park development in the MDD and requested insights into King County Parks staff response to the draft proposal.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>7/9:</u> The last master plan for Marymoor Park was completed in 1995 and provides general policy direction for park development. Since 2003 the County has focused on entrepreneurial activities such as Cirque de Soleil and Cavalia, and engaging non-profits to enhance recreation at the park. As noted, City and County staff have had multiple preliminary discussions about proposed land use transitions adjacent to the park and how the portion of Marymoor Park adjacent to the Southeast Redmond neighborhood might evolve in the future to incorporate some neighborhood amenities.</p> <p>The following excerpts from King County's 2010 Open Space Master Plan address several of the aspects with which the Commission indicated interest:</p> <ul style="list-style-type: none"> <p><i>Funding partnerships:</i></p> <p>Through the <i>Partnerships for Parks</i> initiative, the Parks and Recreation Division cultivates and establishes corporate partnerships that increase recreational opportunities for King County residents and generate new non-tax revenue to support the operations and maintenance of the open space system. The division strives to ensure that corporate partnerships and agreements reflect the aesthetics and values of the division in supporting vibrant communities and healthy lifestyles.</p> 	<p>Opened 6/23</p> <p>Discussed 6/25</p> <p>Closed 7/9</p>

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Issue	Discussion Notes	Status
	<p>In 2009, business revenues represented approximately 21 percent of the Parks and Recreation Division's operating expenditures, and the division's financial plan considers that this amount should increase five percent each year, holding constant for transferred facilities. Future revenues necessary for maintaining a status quo system are dependent on the successful cultivation of fund development partnerships and strategic use of capital investments that balance recreation, stewardship and revenue objectives.</p> <p>To date, some examples of this type of partnership have included:</p> <ul style="list-style-type: none"> • \$610,000 5 year naming right for Group Health Velodrome • \$100,000 1 year naming right for MSN Wi-Fi Hotspots • \$300,000 3 year title sponsorship of US Bank Concerts at Marymoor • \$250,000 1 year trails project with Starbucks • \$550,000 Starbucks Ultimate Park Makeover of White Center Heights Park • \$1.3 Million Cirque de Soleil at Marymoor Park (Bi-annual lease agreement and related parking revenue - 2006, 2008) • \$5,000 monthly average for Subway concession • \$12,000 annually from small concessions • \$105,000 annually from gravel agreement • \$400,000 annually from parking at Marymoor • \$90,000 annually from cell towers and other utility agreements <ul style="list-style-type: none"> • <i>Interlocal agreements/partnerships:</i> 	

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Issue	Discussion Notes	Status
	<p>The Parks and Recreation Division has formed several partnerships with other public entities, such as school districts and cities, to coordinate planning, acquisition, and/or development of open space sites and recreational amenities.</p> <p>PIO-104 King County will provide regional leadership in open space efforts and encourage public understanding, involvement and commitment to regional open space preservation and recreation goals.</p> <p>PIO-105 King County will work to bring together a diversity of agencies, groups and individuals to advocate for and support the region's open space goals.</p> <p>Some examples of these types of partnerships include:</p> <ul style="list-style-type: none"> • <i>Bellevue ballfields at Marymoor Park</i> – Jointly funded the development of and share responsibilities for maintenance and operations • <i>Middle Green River</i> – Participating in the Mid-Green River Coalition, with local and state entities, recreationists, landowners, and citizens to protect and enhance open space along the Middle Green River and its tributaries • <i>Mountains to Sound Greenway</i> – Collaboratively planning and implementing the Greenway vision with local and state entities, non-profit organizations, the private sector, and citizens • <i>Rattlesnake Ridge</i> – Purchased and managed jointly by King County and the Washington State Department of Natural Resources <p>The 2010 Open Space Master Plan is located on King County's website at http://www.kingcounty.gov/recreation/parks/about/openspaceplan.aspx. Capital improvements, including those completed in Marymoor Park can be found in Appendix IV to the plan. Additional information regarding completed Marymoor Park capital improvement projects is available at http://www.kingcounty.gov/operations/capitalimprovements/parkscip/projects/marymoor.aspx:</p> <ul style="list-style-type: none"> • Marymoor connector trail • Marymoor Field partnership improvements • Marymoor Park electric upgrade • Marymoor Velodrome bike storage building <p><u>6/25:</u> The Commission previously discussed this topic during policy review, shown in H4 above. The neighborhood plan does not propose the creation of public/neighborhood park in the MDD1 district though</p>	

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Issue	Discussion Notes	Status
	<p>allows for parks, open space, trails and gardens in the associated district-based use table. Small, privately-developed parks and common open space could be established through the Ecological Score requirements and incentives.</p> <p>Additionally, staff will continue to meet with King County Parks staff regarding a partnership agreement for the area immediately south of the MDD1 district. To date, City and County staff agree that this could be a positive opportunity for shared park facilities and collaboration. In addition, the County staff expressed interest in the Marymoor subarea supporting uses and infrastructure that could support activities and events inside the County park.</p> <p><u>Public Comment</u></p>	
A4. Uses allowed in MDD (Sanders)	<p><u>Planning Commission Discussion</u></p> <p><u>6/25:</u> Commission Sanders was satisfied with the information presented below and at the Commission's June 25th study session. The issue was closed.</p> <p><u>6/23:</u> Commissioner Sanders asked about burgeoning industries, specifically those connected to specialty foods and beverages such as beer, wine and whiskey, and catering. She is interested in knowing where these types of businesses would be allowed in the Marymoor Design District?</p> <p><u>Staff Response/Recommendation</u></p> <p><u>6/25:</u> These types of businesses would be allowed in the MDD2 district and would follow the Manufacturing and wholesale trade class and have opportunity for 20% of their site's gross floor area to be used as general sales or service.</p> <p><u>Public Comment</u></p>	<p>Opened 6/23</p> <p>Closed 6/25</p>
A5. Master planning required in MDD (Sanders, Biethan)	<p><u>Planning Commission Discussion</u></p> <p><u>7/9:</u> Commissioners supported the recommended approach of having master planning be optional in the MDD. Commissioners then closed this issue.</p> <p><u>6/25:</u> Commissioners Sanders and Biethan requested additional analysis on implementation strategies for master planning in the MDD. Specifically, they requested:</p>	<p>Opened 6/23</p> <p>Discussed 6/25, 7/9</p>

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Issue	Discussion Notes	Status
	<ul style="list-style-type: none"> - Information on an approach similar to that provided in the Overlake neighborhood; - Comparison of benefits and concerns if required; and - Comparison if included an option in the MDD. <p><u>6/23:</u> Commissioner Sanders asked whether master planning should be required or optional in the Marymoor Design District.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>7/9:</u> The City requires Master Plans for developments three acres or larger in Overlake Village. Master Planning is optional for a variety of other development types and sizes, including any development on less than three acres or including at least 50 dwelling units. The purposes of the existing Master Planned Development regulations are to allow for development to proceed in phases, coordinate the provision of public facilities, determine how to best develop an area, integrate the inclusion of various uses in a single development and to coordinate a development under multiple ownerships.</p> <p>Under existing regulations an applicant would be allowed to produce a Master Plan for developments in the Marymoor Subarea. One benefit to the applicant and the community is some medium-term certainty around site planning, allowed uses and development intensity. Requiring Master Planning would ensure that kind of certainty for all significant developments in the subarea. Staff has not proposed this because staff believes that the combination of use and performance standards, planned new transportation connections and future infrastructure planning work provide sufficient guidance.</p> <p><u>6/25:</u> Master planning is proposed in the Northeast Design District and can be a coordinated approach through the property's single ownership. Conversely, individual ownership in the Marymoor Design District could work against a larger-scale master planning process.</p> <p>The proposed infrastructure and subarea plan could have similar outcomes by addressing site-specific standards, right of way, gathering places, and some design standards.</p> <p><u>Public Comment</u></p>	<p>Closed 7/9</p>

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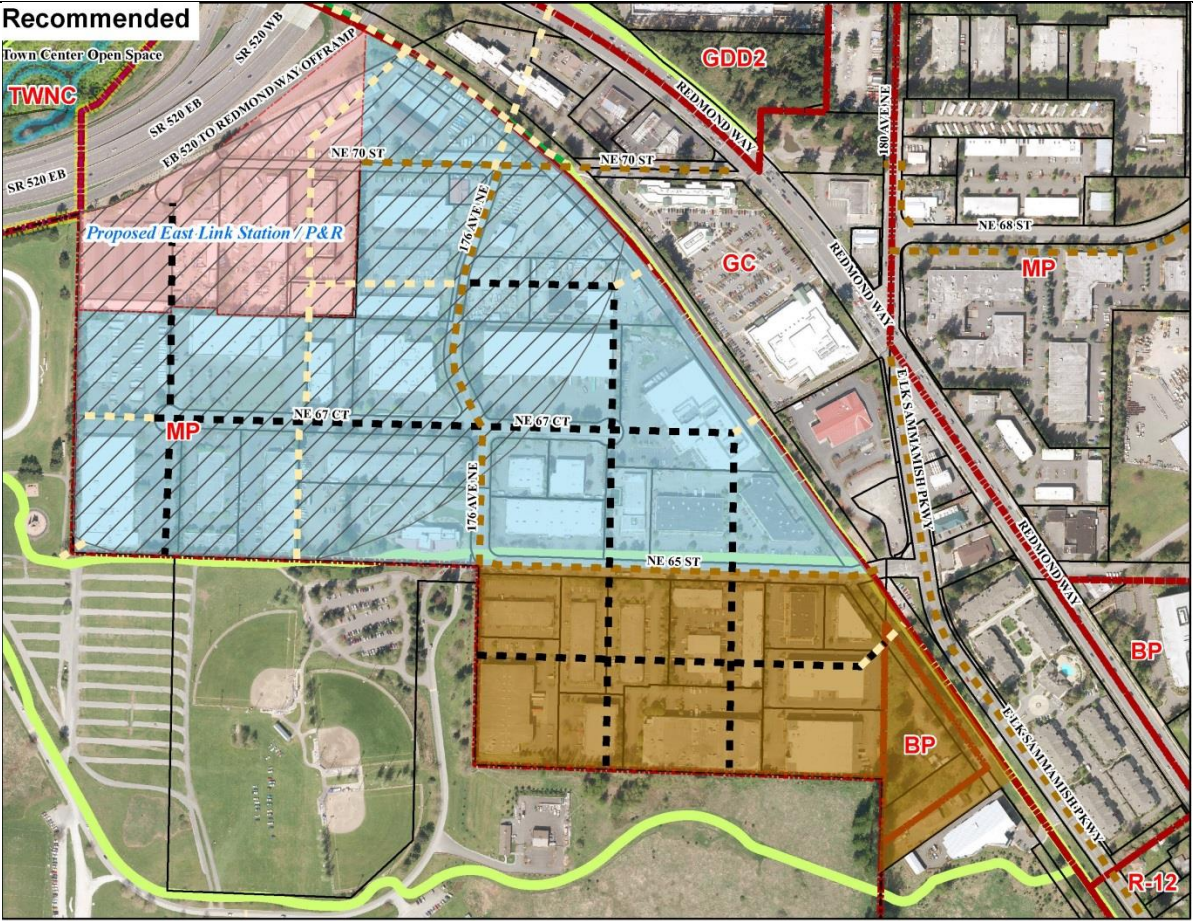
Issue	Discussion Notes	Status
<p>A6. Verify location of housing in the Marymoor Subarea (Sanders, Miller, O'Hara)</p>	<p><u>Planning Commission Discussion</u></p> <p><u>7/23:</u> The Commission considered the two alternatives presented by staff. Commissioners agreed that the institutional uses were likely to remain for many years. The Commission concurred with the staff-recommended alternative and also supported going ahead with immediate rezoning of the Chee/Kent parcels in the southeast corner of the Subarea.</p> <p><u>7/16:</u> The Commission was appreciative of seeing earlier alternatives considered by staff and the Citizen Advisory Committee. On whole Commissioners believed there was value in revisiting the Employment Alternative before making a recommendation to the Council. Commissioners cited the following reasons for revisiting the Employment Alternative: it appears to enable a more cohesive and viable employment district, vehicle traffic on NE 65 St would have less impact on residential areas, and – if additional housing were added to achieve no-net-loss – more of the housing would be adjacent to Marymoor Park and closer to the future light rail station.</p> <p>Commissioners recognized that the Employment Alternative as presented would result in a loss of housing capacity and asked staff to rework it to achieve no-net-loss. Commissioners agreed to consider what recommendation to make regarding the triangular Kent and Chee properties near E Lk Samm Pkwy, which would no longer be adjacent to the rest of MDD1.</p> <p><u>7/9:</u> Commissioners requested the analysis that supports the siting of future residential capacity in the MDD1 district versus other parts such as in the western portion of the Marymoor subarea, noting their continued interest in flexible zoning and the traffic volumes reported for NE 65th Street.</p> <p><u>6/25:</u> Commissioner Sanders, Miller, and O'Hara requested this discussion topic as a venue for the Commission to consider the placement of housing opportunities in the Marymoor Subarea. Particularly, the Commission felt they had not verified their support for siting housing in MDD1.</p> <p>Commissioner Miller also requested the current and planned employment and housing densities for MDD1 and MDD2.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>7/23:</u> Staff has reworked the Employment Alternative per the Commission's July 16 discussion. It is shown below.</p>	<p>Opened 6/25</p> <p>Discussed 7/9, 7/16</p> <p>Closed 7/23</p>



Issue	Discussion Notes	Status
	<p>Employment - Modified</p>  <p>The modified Employment Alternative can achieve no-net-loss of housing capacity without changing the proposed maximum FARs for the Marymoor Design District. That is because the land area devoted to residential in this alternative is almost the same as in the Recommended Alternative.</p>	

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Issue	Discussion Notes	Status
	<p>Staff notes that housing capacity may be more difficult to realize in this scenario because there are two significant institutional uses in the proposed residential area: Lake Washington Institute of Technology and the Evangelical Chinese Church. Both of these entities are property owners and are relatively new to the neighborhood. Together they own 7.66 acres, which accounts for about 230 (34%) of the estimated capacity of 675 homes in the residential area. (Another 60 homes of capacity are created through the rezone from GC and R-12 to R-30 along Redmond Way to the south and east of the Marymoor Subarea.)</p> <p>The staff Recommended Alternative is shown below for comparison.</p>	

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Issue	Discussion Notes	Status
	<p>Recommended</p>  <p>7/16: The Citizen Advisory Committee along with the neighborhood and staff considered several alternatives for land use in the Marymoor Subarea.</p>	

Issue	Discussion Notes	Status
	<p data-bbox="680 266 972 298">Alternative: Neighborhood Variety</p> <div data-bbox="680 326 972 678"> <p>New Transportation Connections</p> <ul style="list-style-type: none"> LID Street Non-motorized Connection Ped-Bike Improvement Street <p>Alternative Land Use</p> <ul style="list-style-type: none"> Parks, Open Space, and Vegetated Buffers Business Park Neighborhood Commercial Multi-Family Gateway Design District <p>SCALE IN</p> </div>  <p data-bbox="478 704 1724 841">The Neighborhood Variety alternative shows a focus on employment closest to the light rail station and a transition from higher density residential to lower density residential from the north to the south. It considers a stand-alone neighborhood commercial node in the central portion of the subarea. This alternative accommodates approximately 1,200 jobs and 850 homes (1700 people).</p> <div data-bbox="695 899 989 932">Alternative: Employment</div> <div data-bbox="695 980 968 1398"> <p>New Transportation Connections</p> <ul style="list-style-type: none"> LID Street Non-motorized Connection Ped-Bike Improvement Street <p>Alternative Land Use</p> <ul style="list-style-type: none"> Parks, Open Space, and Vegetated Buffers Business Park Neighborhood Commercial Multi-Family </div> 	

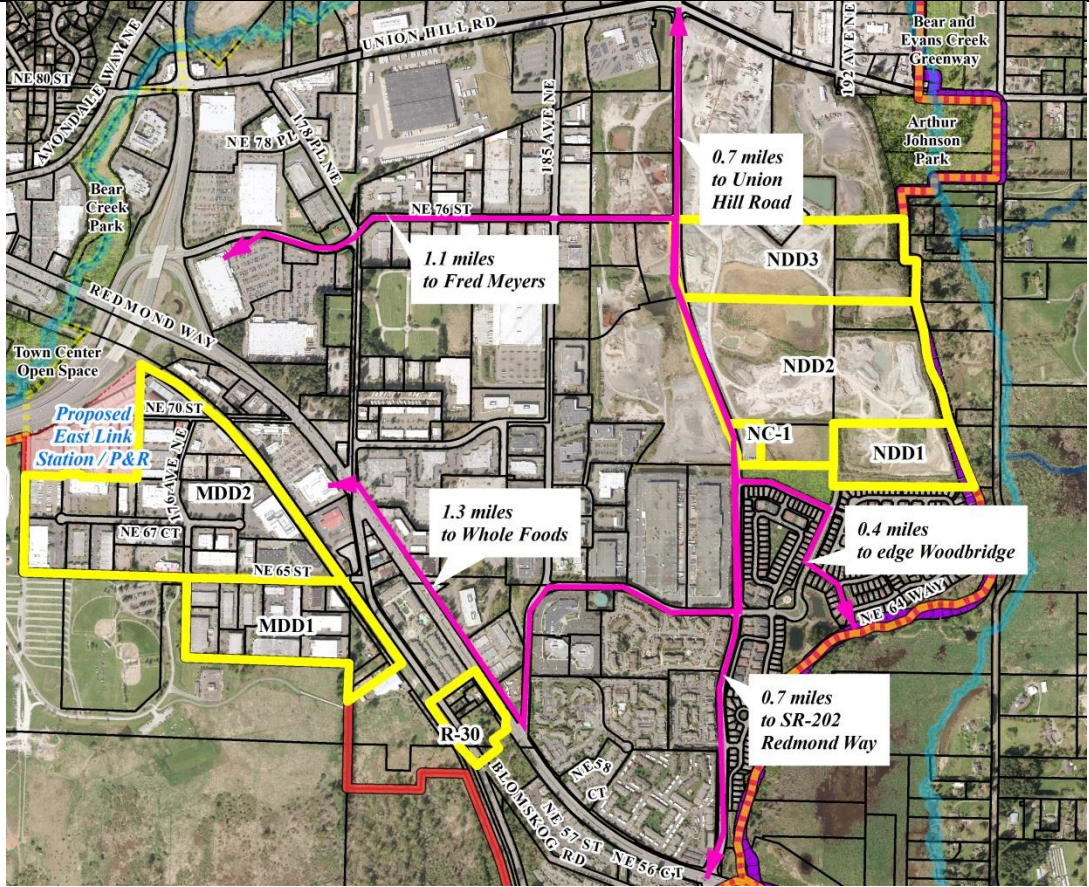
Attachment C: Planning Commission Final Issues Matrix for Southeast Redmond Neighborhood Plan Update (LAND-2014-00055)

Issue	Discussion Notes	Status																
	<p>The Employment Alternative shows land use that would include a variety of business types mainly in the form of Business Parks as well as a multi-family residential area in the southwestern portion of the subarea. Neighborhood commercial nodes would be integrated at several destinations that could demonstrate higher volumes of non-motorized travel. This alternative accommodates approximately 3,600 jobs and 420 homes (840 people).</p> <p>The recommended alternative is as described in the Technical Committee Report. It accommodates approximately 3,500 jobs and 700 homes (1,400 people).</p> <p>Staff estimates that 2,000 people currently work in the Marymoor subarea. The pros and cons of each alternative are summarized in the following table.</p> <table><tr><th>Alternative</th><th>Pros</th><th>Cons</th></tr><tr><td>Neighborhood Variety</td><td><ul style="list-style-type: none">• Widest variety of uses and housing choices, including housing at a variety of densities.• Achieves no-net-loss of housing</td><td><ul style="list-style-type: none">• Larger, potentially more disruptive transition over time.</td></tr><tr><td>Employment</td><td><ul style="list-style-type: none">• Greatest employment potential• Smallest amount of transition required</td><td><ul style="list-style-type: none">• Includes rezone of Lake Washington Institute of Technology.• Unable to achieve no-net-loss of housing.</td></tr><tr><td>Recommended</td><td><ul style="list-style-type: none">• Achieves no-net-loss of housing• Some opportunities for mixed-uses near station while targeting residential growth between park and NE 65th St• Minimizes potential future land use compatibility issues.</td><td><ul style="list-style-type: none">• Boundary of residential area is NE 65th St, which will handle increased traffic over time.</td></tr></table> <p><u>7/9:</u> The table below compares existing development intensities to allowed zoning and proposed zoning. Staff believes the balance of this issue can be discussed as part of issue A1.</p> <table><tr><td></td><td>Existing (Built)</td><td>Allowed by Zoning</td><td>Proposed Zoning</td></tr></table>	Alternative	Pros	Cons	Neighborhood Variety	<ul style="list-style-type: none">• Widest variety of uses and housing choices, including housing at a variety of densities.• Achieves no-net-loss of housing	<ul style="list-style-type: none">• Larger, potentially more disruptive transition over time.	Employment	<ul style="list-style-type: none">• Greatest employment potential• Smallest amount of transition required	<ul style="list-style-type: none">• Includes rezone of Lake Washington Institute of Technology.• Unable to achieve no-net-loss of housing.	Recommended	<ul style="list-style-type: none">• Achieves no-net-loss of housing• Some opportunities for mixed-uses near station while targeting residential growth between park and NE 65th St• Minimizes potential future land use compatibility issues.	<ul style="list-style-type: none">• Boundary of residential area is NE 65th St, which will handle increased traffic over time.		Existing (Built)	Allowed by Zoning	Proposed Zoning	
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Attachment C: Planning Commission Final Issues Matrix for Southeast Redmond Neighborhood Plan Update (LAND-2014-00055)


Issue	Discussion Notes				Status
		Housing Density	0.04 homes/acre	0 homes/acre*	9 homes/acre overall 29 homes/acre if all in MDD1
		Commercial Density	0.32 FAR	1.0 FAR	1.0 FAR
	<i>* residential is allowed in the BP zone if part of a mixed-use structure</i>				
	<u>Public Comment</u>				
Northeast Subarea & Design District					
B1. Siting of Neighborhood Commercial (NC-1) north of Woodbridge. (Miller, O’Hara, Sanders, Biethan)	<u>Planning Commission Discussion</u> <u>7/9:</u> The Commission was satisfied with the additional information staff provided and agreed to close this item. <u>6/25:</u> Commissioners asked about the CAC’s intent for including neighborhood commercial north of Woodbridge. To help the Commission assess whether this is the optimum location for neighborhood commercial and to understand the most economically beneficial sizing of commercial services based on surrounding densities, the Commission also asked for studies that were used during the City’s former analysis of neighborhood commercial zoning. <u>6/23:</u> Commissioner Miller requested additional information from staff regarding the location for the neighborhood commercial north of Woodbridge. He is specifically interested in the zone supporting the goals of walkability in the neighborhood for as many people as would be possible. <u>Staff Response/Recommendation</u> <u>7/9:</u> The following linear measurements show distances along multimodal corridors from the mid-point of the NC-1 zone on 188 th to various destinations in the Southeast Redmond neighborhood:				Opened 6/23 Discussed 6/25 Closed 7/9

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Issue	Discussion Notes	Status
	 <p>The following image shows ¼-mile measurements along existing/planned multimodal corridors from the same point and with contours labeled at 25-foot intervals:</p>	

Issue	Discussion Notes	Status
	<div data-bbox="474 228 1472 1138"> </div> <p data-bbox="474 1208 1766 1276"><u>6/25:</u> The following image was provided in the Commission’s meeting packet for the June 25th study session and shows the distance in feet from the center of the NC-1 zone:</p>	

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	 <p>While not located immediately adjacent to Woodbridge and the NDD1 district, this small commercial node could provide access to daily goods and services for many people living and working in this portion of the Marymoor neighborhood.</p> <p>Measured along 188th Avenue NE, NC-1 would be approximately 0.65 miles from Redmond Way; along 188th Avenue, NE 65th Street, and 185th Avenue NE, NC-1 would be approximately 0.8 miles; and along Woodbridge's internal streets to its westernmost parcel, NC-1 would be approximately 0.6 miles. Complete streets support people walking, bicycling, and driving to this commercial node.</p> <p>Its location along 188th Avenue NE supports delivery by large vehicles, particularly during evenings and early mornings, minimizing noise impacts on residential areas.</p> <p><u>Public Comment</u></p>	

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<p>B2. Size of commercial area allocated in NC-1 zone. (Sanders)</p>	<p><u>Planning Commission Discussion</u></p> <p><u>7/9:</u> The Commission discussed other opportunities and types of commercial that are currently and could be available to people living and working in the Southeast Redmond neighborhood. The Commission was comfortable with the NC-1 recommendation and agreed to close this item.</p> <p><u>6/25:</u> The Commission requested traffic counts such as at the intersection of Avondale Road and NE 116th Street. They also agreed to staff providing excerpts from the Makers study that was referenced during the recent amendments to the NC-1 and NC-2 zones.</p> <p><u>6/23:</u> Commissioner Sanders asked staff to further describe the rationale of limiting the size to one-acre for neighborhood commercial (NC-1) north of the Woodbridge community. She is interested in learning whether the NC zone could extend from 188th to abut the NDD1 district. Additionally, she is interested in knowing whether an overlay for NC1 and NDD2 could be viable for the portion currently proposed between the NC-1 zone and NDD1 district such as for siting schools or commercial day care uses.</p> <p>Commissioner Sanders described her concern with limiting the opportunity for a larger parcel to attract a group of high-quality retail establishments. She noted that the parcel between NC-1 and the NDD1 district could be 'orphaned' by way of its relationship to the larger area and could foster a site design that turns its back to the park. Specifically, she emphasized increasing the NC-1 area to attract more business that could serve residents and local workers, such as a small restaurant with outdoor seating facing the park, recreational services or a kid's gym, commercial day care, a mail stop, dry cleaners, and other similar uses.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>7/9:</u> In addition to the discussion item B1 above, the following were considerations for sizing NC-1 zones.</p> <p>In 2011 and 2012, the City considered updates to policies and codes for neighborhood commercial (NC-1 and NC-2). The Commission and City Council referenced a Makers study that analyzed neighborhood-oriented commercial over a variety of Puget Sound locations: <i>Creating Walkable Neighborhood Business Districts: An exploration of the demographic and physical characteristics needed to support local retail services</i>, by Gregory Easton and John Owen, June 2009.</p> <p>The study cited the Urban Land Institute's Comparison of Retail Center Types, excerpt below:</p>	<p>Opened 6/23</p> <p>Dis- cussed 6/25</p> <p>Closed 7/9</p>

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Issue	Discussion Notes	Status												
	<div><div><div>Convenience Shopping Center</div><div><div>Anchors</div><div>Convenience grocery, drug store</div></div><div><div>Number of Stores</div><div>3-20 stores</div></div><div><div>Total Retail Space</div><div>10,000-30,000 square feet</div></div><div><div>Site Area</div><div>1-3 acres</div></div><div><div>Market Area Population</div><div>under 20,000</div></div><div><div>Market Area Radius</div><div>under 2 miles</div></div></div></div> <div><p>The Makers study concludes with recommendations including the following:</p><ul style="list-style-type: none">As a rough starting point, it is useful to assume that a household can, on average, support about 15 square feet of retail space. This means that 2,000 households will support a business district with approximately 30,000 square feet of retail space.Establishing goals that provide a large percentage of the required households within a quarter-mile radius (30-75%) will support frequent transit service, reduce the need for parking, and lower vehicle trip miles.Safe and convenient sidewalks are critical to the success of walkable neighborhood businesses. A grid street network with blocks no more than 500 feet long is also recommended.Residential and mixed-use development along transportation corridors will require a higher level of amenities and accessibility than is currently typical. Businesses serving local needs should be clustered around nodes with good pedestrian access and transit service.Five hundred to one thousand residences within a quarter-mile walking distance to new mixed-use suburban centers appears to be a useful goal that will produce pedestrian activity and the types of businesses not wholly dependent on a sub-regional customer base.<p>Using linear measurements from the mid-point of the proposed NC-1 zone (188th Avenue NE) along existing and planned multimodal corridors, the Northeast and Central subareas include the following densities:</p><table><tr><th>Distance</th><th>Residential Dwellings</th><th>Approximate Number of Residents</th><th>Approximate Number of People Working</th></tr><tr><td>¼ mile</td><td>311 current, up to additional 170 proposed</td><td>715 current, up to additional 391 proposed</td><td>1,800 current</td></tr><tr><td>½ mile</td><td>943 current, up to additional 170 proposed</td><td>2,168 current, up to 391 additional proposed</td><td>2,775 current, approximately an</td></tr></table></div>	Distance	Residential Dwellings	Approximate Number of Residents	Approximate Number of People Working	¼ mile	311 current, up to additional 170 proposed	715 current, up to additional 391 proposed	1,800 current	½ mile	943 current, up to additional 170 proposed	2,168 current, up to 391 additional proposed	2,775 current, approximately an	
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Issue	Discussion Notes				Status
				additional 6,000 jobs proposed	
	<p>Using Makers’ conclusions, it is possible that the Northeast and Central subareas could support approximately 15,000 square feet of neighborhood commercial. The current regulations for NC-1 would support this amount of floor area over one acre. For comparison, this is similar in size to the Ben Franklin retail space located on 158th Avenue NE, though NC-1 zoning regulates tenants to no more than 3,500 square feet each in most cases.</p> <p>Traffic counts can be found on the City’s website at http://www.redmond.gov/transportation/resources/engineering/trafficcounts. Average weekday daily along Avondale Road near NE 116th St is about 25,000 vehicles. Average weekday daily traffic near the proposed NC-1 zone could be compared to the volumes along 185th Avenue NE at 8,800. Traffic counts are not available for 188th Ave NE. The following images show the most recent average weekday daily traffic counts (April 2013) for the intersection of Avondale Road and NE 116th Street and for Union Hill Road and Redmond Way:</p>				

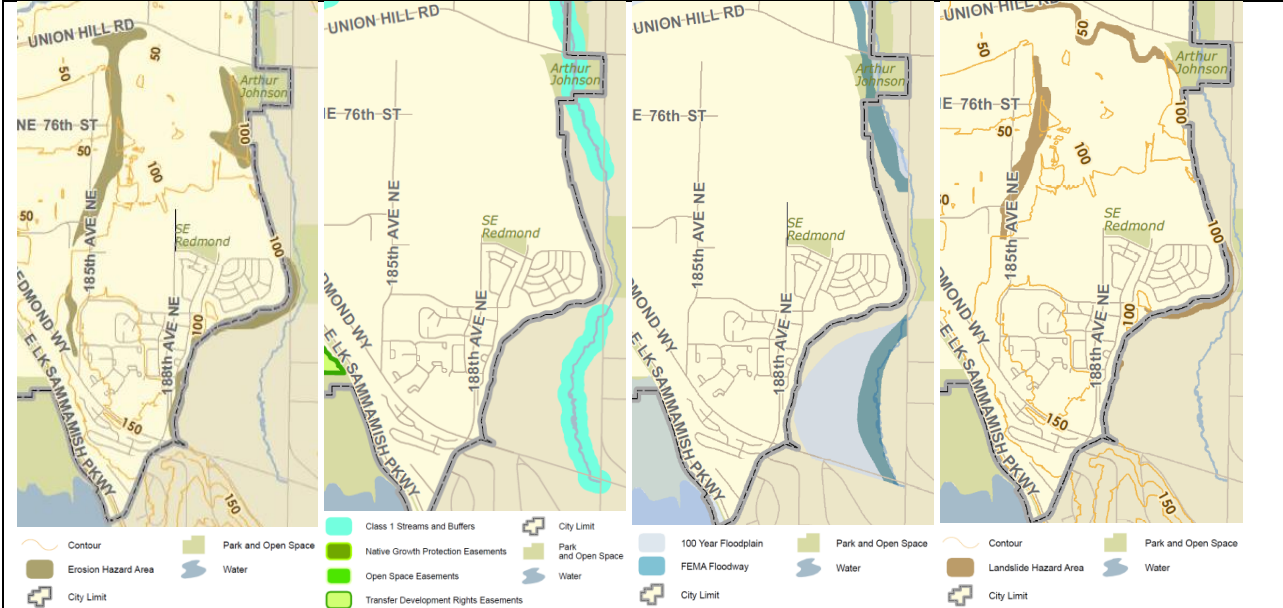
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Issue	Discussion Notes	Status
	<div data-bbox="474 228 1625 829"> </div> <p data-bbox="474 870 1766 1040"><u>6/25:</u> The NC-1 zone had been designed to provide several small-scale opportunities for commercial in Redmond’s predominantly residential neighborhoods. The NC-2 zone was designed to provide for a site and commercial use similar to that located at Avondale and NE 116th Street and at Old Redmond Road and 132nd Avenue NE. These provide for additional goods and possibly act as destination shopping centers such as the case for PCC.</p> <p data-bbox="474 1081 1766 1187">While it is possible to provide additional commercial opportunity, expanding the area designated as neighborhood commercial would reduce the amount of land proposed for other employment uses in the Northeast Design District.</p> <p data-bbox="474 1227 1766 1325">The master planning requirement would address the siting of uses in the area between NC-1 and NDD1 in a way that capitalizes on the Southeast Redmond Neighborhood Park and integrates non-motorized connections to the park and other neighborhood/regional trails.</p> <p data-bbox="474 1365 674 1396"><u>Public Comment</u></p>	

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Issue	Discussion Notes	Status
<p>B3. Development of the Northeast Design District's (NDD) and its relationship to Evans Creek valley and Red-Brick Road (public testimony, Miller, O'Hara)</p>	<p><u>Planning Commission Discussion</u> <u>7/23:</u> The Commission was satisfied with staff's recommended changes to Northeast Subarea regulations to address concerns raised in public testimony and closed the issue.</p> <p><u>7/16:</u> The Commission reflected on the public testimony they received at their 7/9 public hearing and requested additional information that identifies environmentally constrained areas. Additionally, the Commission requested adding emphasis to the regulations regarding east-west transitions.</p> <p><u>7/9:</u> The Commission indicated interest in discussing this topic based on testimony provided at the 7/9 public hearing.</p> <p><u>Staff Response/Recommendation</u> <u>7/16:</u> The Northeast Design District starts immediately north of the Woodbridge community and ends south of the main park land dedicated to Arthur Johnson Park. The length of its eastern boundary, at 2,500 feet, could develop such that 1,250 feet of the eastern edge would be fronted by structures at no more than two-stories. Immediately south of the main portion of Arthur Johnson Park, 340 feet of the eastern boundary is park-owned land.</p> <p>Additionally, the PARCC Plan identifies the Bear-Evans Creek Trail System in the Southeast Redmond Neighborhood as follows: "While approximately 1.5 miles of the Bear-Evans Creek Trail is completed, another 4.5 miles remain to be constructed, including a 0.68 mile segment in SE Redmond that would connect the residential neighborhood to Arthur Johnson and Martin Parks. The development of the Southeast Redmond portion of the trail would also essentially develop the 10 acre Southeast Redmond Open Space, which is anticipated by 2020."</p> <p>The Southeast Redmond Open Space contains approximately 10 acres of land that follows the trail alignment. Some of the trails identified in the PARCC Plan will be completed by developers as properties are developed and some will be built by the City. Information regarding the trail system, Arthur Johnson Park, and the Southeast Redmond Open Space is available on page 18-9 of the PARCC Plan: http://www.redmond.gov/common/pages/UserFile.aspx?fileId=18432</p>	<p>Discussed 7/16</p> <p>Public testimony 7/9</p> <p>Closed 7/23</p>

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	<p>The following maps show critical areas and constraints per the City's GIS. These locations are approximate and are investigated during the development process through geotechnical and other studies:</p>  <p>Legend for the maps:</p> <ul style="list-style-type: none"> Contour Erosion Hazard Area City Limit Park and Open Space Water Class 1 Streams and Buffers Native Growth Protection Easements Open Space Easements Transfer Development Rights Easements 100 Year Floodplain FEMA Floodway City Limit Park and Open Space Water Landslide Hazard Area City Limit Park and Open Space Water 	

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	<div data-bbox="478 228 1753 844"> <p>To help address the concerns raised by community members, staff proposes the following amendments to the Technical Committee’s recommendation for the Northeast Design District:</p> <p>Policies:</p> <p>PR-5 Complete planned local and regional trail connections <u>and associated open space</u>, and create new connections between the planned trail network on the eastern edge of the neighborhood and the Northeast Subarea, as shown in Map N-SE-3.</p> <p>Regulations:</p> <p>Purpose. The purpose of the Northeast Design District is to create a transition from single-family residential areas in the south to industrial areas in the north and to provide opportunities for businesses that require larger footprints. <u>This district also establishes and maintains a transition from the urban development within the district to the rural areas east of the City limits. These</u> will be accomplished by careful siting of buildings, vegetated buffers and park spaces, campus-like settings, and master planning. The performance zoning regulations in this chapter grant significant</p> </div>	

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	<p>flexibility in terms of allowed uses while establishing district-specific design standards. Standards in this chapter emphasize transition from lower- to higher-intensity uses, creating neighborhood character and a sense of place through site and building design, and connecting this area to parks and regional trails located to the east. The Northeast Design District comprises three performances area called NDD1, NDD2 and NDD3.</p> <ol style="list-style-type: none"> 1. Development Along East Edge of Design District <ol style="list-style-type: none"> a. Intent. The east edge of the Design District is also the east edge of the city and or the urban growth area. It is where urban gives way to rural. Development in this area should emphasize that transition through site and building design. b. Design criteria. <ol style="list-style-type: none"> i. Common open spaces shall be oriented toward the city limit in order to provide views and opportunities to enjoy the rural area. ii. No more than 50 percent of city limit line, <u>within a distance of 50 feet from the city limit line</u>, shall be fronted with a building so as not to create a wall of buildings along the city limit line. iii. No building shall be taller than two stories within 30 feet of the city limit. <p><u>Public Comment</u> <u>7/9:</u> Three people testified concerning the character of the Red Brick Road, the community around it, and the valley in which it sits. Max Feingold asked the City to:</p> <ul style="list-style-type: none"> • Discourage additional trips along the Red-Brick Road, a King County Historic Landmark and remaining section of the Yellowstone Road (locally constructed in 1913) • Preserve the historic and rural character of the Red-Brick Road corridor and Evans Creek valley by transitioning to lower building heights at edge of City/Neighborhood's eastern boundary • Plan and implement restoration of buffer and natural habitat along the City/Neighborhood's eastern boundary • Address stormwater to ensure healthy and controlled runoff that reaches Evans Creek and the associated valley • Plan for completing Arthur Johnson Park that is currently undeveloped. As part of development in the NDD, incorporate habitat restoration and park improvements in keeping with the original passive intent for this park property. 	

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	<ul style="list-style-type: none"> Protect Evans Creek valley's natural habitat including that of the Chinook salmon. <p>Jonathan Dreher requested a vegetated buffer along the City/Neighborhood's eastern boundary to provide visual screening of future buildings and traffic. He noted the WA Dept. of Archaeology and Historic Preservation of the Red-Brick Road as being an intact street and valley in the historic context. His concern is with potential increases in light, noise, and traffic in relation to future development in the NDD.</p> <p>Narayan Thiru appreciated the City's planning and development of the Evans Creek Trail system, south of Perrigo Park, as a way to provide people access to natural areas. He asked for similar planning and development in the NDD that addresses and limits noise and air pollution. He also requested that the Neighborhood Plan address traffic that flows through the area.</p> <p>Todd Colby testified regarding his property's adjacency to the City/Neighborhood's eastern boundary. He requested the Neighborhood Plan consider not only properties immediately adjacent to its boundaries but also the next adjacent properties. His concern and interest is in reducing densities at the edges of the City/Neighborhood's eastern boundary to create a transition from denser and taller development to that with rural character in the Evans Creek valley. He also requested that the Evans Creek Trail develop as a park-like trail versus a sidewalk and that it be set back from private properties and aligned with the center of Arthur Johnson Park to preserve residential privacy and existing characters. Mr. Colby noted the original intent for Arthur Johnson Park as being a quiet and natural place for reflection.</p>	
B. Other Topics		
C1. Parks and trails – completion of and additional services. (Sanders)	<p><u>Planning Commission Discussion</u></p> <p><u>6/25:</u> Commissioner Sanders requested adding contour lines to the parks and trails inventory map.</p> <p><u>6/23:</u> Commissioner Sanders asked staff to provide more information regarding the potential for additional and the completion of planned parks and trails.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>7/9:</u> The following image shows the proposed neighborhood connections map with current and planned parks and trail facilities as well as contours and elevations. Staff will also plan on providing GIS maps at the Commission's July 9th study session.</p>	<p>Opened 6/23</p> <p>Discussed 6/25</p> <p>Closed 7/16</p>

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Notes:

- In addition to projects identified through the neighborhood planning process, this map is intended to include all Transportation Master Plan projects in Southeast Redmond and all Parks, Arts, Recreation, Conservation and Culture Plan trail and park projects in Southeast Redmond.
- Project locations are conceptual in nature.

Trails

- Ped-Bike Improvement
- Gateway Treatment
- Street Improvement or Connection
- Non-motorized Connection
- Ped-Bike Improvement
- City and County Parks
- Existing, Developed
- Existing, Undeveloped
- Planned
- Proposed
- Contours - 25' intervals

0 1,000 2,000 Feet

SE Redmond Neighborhood Connections - with TMP Parks and Trail Plan and Contours.mxd

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	<p><u>6/25:</u> The proposed neighborhood plan policies, Exhibit C, page 13 shows on the Neighborhood Connections Map the trail network and other transportation connections for the Southeast Neighborhood. The Commission previously discussed policies regarding completing the Southeast Neighborhood Park and trail connections and to then incorporate additional connections throughout the neighborhood in item N1 above.</p> <p>Additionally, within proposed code for the Northeast Design District, the (A.) purpose statement reiterates the connections identified on the Neighborhood Connections Map and in section (G.) design standards, specifies treatments such as benches and lighting that are proposed to create a sense of place on behalf of the neighborhood.</p> <p><u>Public Comment</u></p>	
C2. Linking goals of performance zoning with proposed zoning codes. (Biethan)	<p><u>Planning Commission Discussion</u></p> <p><u>7/9:</u> Commissioner Biethan confirmed that the Commission had no additional questions in this regard and agreed to close this item.</p> <p><u>6/23:</u> Commissioner Biethan ask staff to define the linkages between the overall goals that were desired from the performance zoning versus the zoning codes as proposed in the Technical Committee report.</p> <p><u>Staff Response/Recommendation</u></p> <p><u>6/25:</u> Staff reviewed the presentation material that was used during the Commission’s earlier review of the proposed Southeast Redmond Neighborhood Plan policies. The first description of Performance Zoning included these aspects which could be described generally as goals:</p> <ul style="list-style-type: none"> • Can be used to meet variety of public objectives • Emphasizes how a use <i>behaves</i> vs. what it <i>is</i> • Consists of a series of thresholds • Used widely in hybrid codes, rarely on its own <p>This list was refined for the public hearing slides and included the following:</p> <ul style="list-style-type: none"> • Marymoor Subarea: Performance zoning with multi-family housing near Marymoor Park and adaptive 	<p>Opened 6/23</p> <p>Discussed 6/25</p> <p>Closed 7/9</p>

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	<p>manufacturing and business spaces nearer the station and SR 520.</p> <ul style="list-style-type: none"> Northeast Subarea: Performance zoning primarily for employment uses with some capacity for additional residential development near Woodbridge and neighborhood commercial near Southeast Redmond Neighborhood Park. A master planning process would further define this. <p>And, at the Commission’s March 19, 2014 study session, performance zoning was described as:</p> <ul style="list-style-type: none"> Sets standards for open space, impervious surface, density, and floor area ratio (FAR), and other standards including buffers, transferable development rights (TDRs), and density bonuses. In the Marymoor Subarea, performance zoning was proposed for innovation and adaptability. In the Northeast Subarea, performance zoning was proposed to achieve transition. <p>Through the use of the design districts, staff proposes standards that allow for flexibility in some area such as implementing the Ecological Score and more prescriptive zoning in other areas such as the boundaries of the zones and districts and in the case of the Ecological Score, a required amount of points to be achieved on a site by site basis. The districts included the traditional allowed use chart which has been augmented from traditional zoning categories such as Manufacturing Park to incorporate additional uses and on-site flexibility such as through increased floor area for general sales/service, arts and entertainment, education and health care, and other uses.</p> <p>The way uses “behave” would be controlled using proposed height, setbacks, vegetated screening, and non-motorized connections between different districts such as between NDD1 and NDD2.</p> <p>Incentives are also proposed as a strategy related to thresholds whereby the neighborhood could achieve one of their primary goals and the developer would achieve a return in exchange such as additional buffering on site in exchange for one additional building story.</p> <p>Staff believes the proposed code capitalizes on both traditional zoning and a hybridization with performance zoning as necessary to achieve the policies the Commission previously reviewed and for which they reached agreement.</p> <p><u>Public Comment</u></p>	

Questions

1. *Suggested modification to policy NE-7: Reduce impacts from stormwater runoff by, for example, limiting impervious surface area, using site-appropriate low impact development practices, or using other retrofit techniques. Design regulations to allow developers to work within the natural constraints of the land, especially in the Marymoor Subarea, where shallow groundwater and a lack of a stormwater outfall will require creative designs on the part of developers. (Sanders)*

6/25: NE-7, as currently proposed, reads - Reduce impacts from stormwater runoff by, for example, limiting impervious surface area, using site-appropriate low impact development practices, or using other retrofit techniques. Especially in the Marymoor Subarea, shallow groundwater and lack of a stormwater outfall will require creative designs on the part of developers. To facilitate that, design regulations to allow developers to work within the natural constraints of the land.

2. *What is the floor area ratio (FAR) such as the 1.35 with 20% affordable housing incentive proposed in the MDD1 design district?*

6/25: Floor Area Ratio is defined in the Redmond Zoning Code as follows:

1. Many zones set FAR limits. To calculate FAR:
 - a. Determine the gross site area (but exclude existing rights-of-way).
 - b. Determine the gross floor area of all structures on the site (excluding parking structures).
 - c. Divide the gross floor area by the gross site area.
 - d. Use the same units (e.g., feet or acres) for both site and structure area.
2. For properties under a common ownership that are contiguous or separated only by rights-of-way, FAR may be calculated based on the average FAR across those properties, and density and impervious surface coverage may be transferred among contiguous properties, provided the properties meet other applicable regulations.

Using an example site in the zone, the current FAR would be 0.477:

- a. Gross Site Area is 51756
- b. Gross Floor Area is 24717
- c. $GFA/GSA = 0.477$

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Currently developed at 2 stories and by establishing 20% of the total number of units as affordable units, this site could have the potential for an additional 0.873 FAR which could be in the form of additional height (up to 5 stories through incentives) and larger building footprint. New or re-development would also be required to meet or not exceed limits for setbacks, lot coverage, impervious surface areas, and landscaping.